cycle news

VOLUME VII NUMBER 15 | North & Western Edition | April 28, 1970

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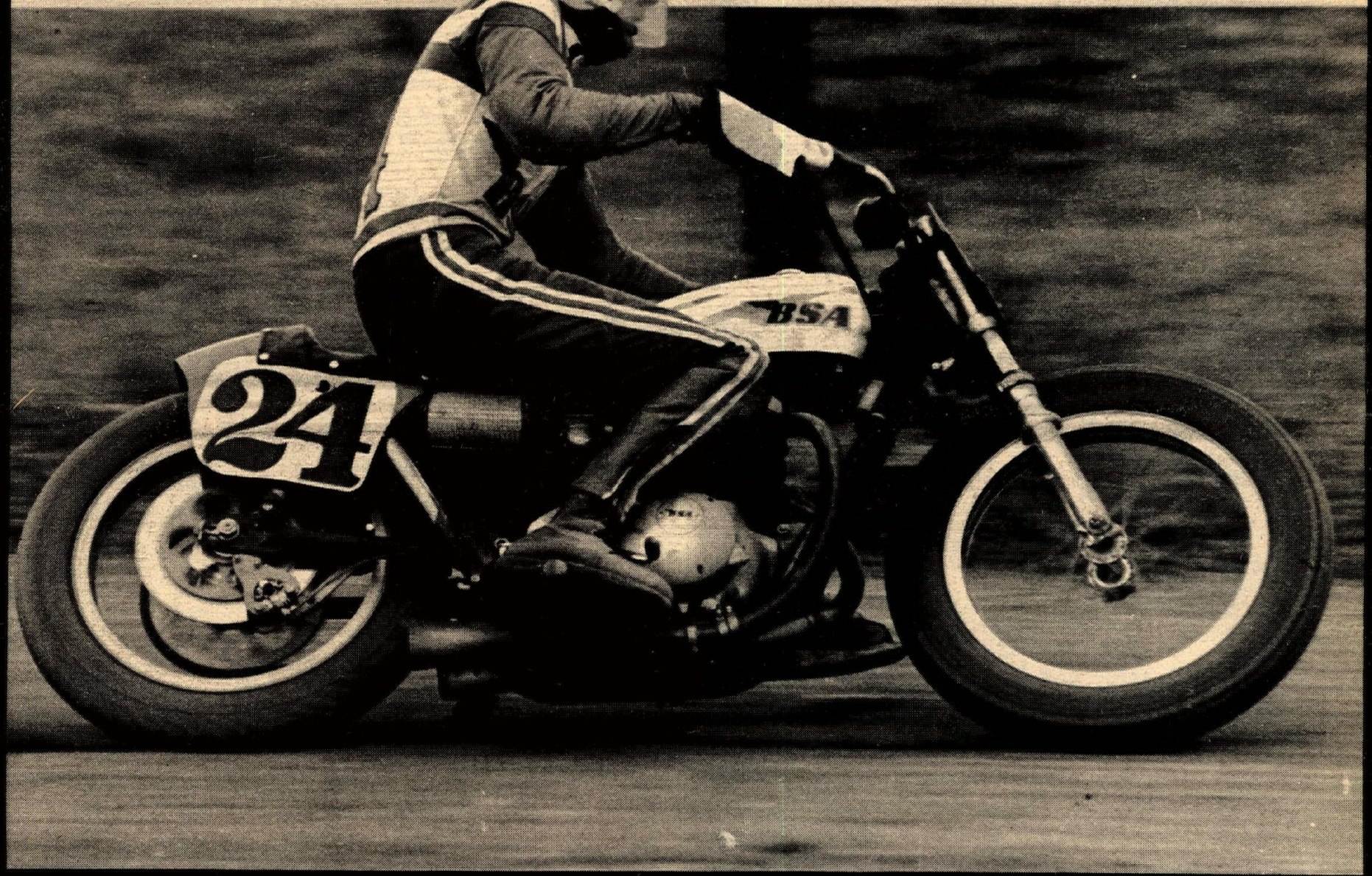
Rice Wins At Atlanta



FULL NATIONAL COVERAGE IN THIS ISSUE

Also: Desert, CERA Enduro, ACA Road Racing and CYCLE NEWS NORTH

Jim Rice picked up his second National Championship win of the season on Sunday by besting all comers on the 5/8 mile Holiday Downs track in Atlanta, Ga. Jim took the lead from second finisher Dick Mann during the first half of the race. Both were BSA mounted. — Photo by Don Woods.

NEWSPAPER
CYCLE NEWS
2499 Cerritos Ave.
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CALENDAR

Regularly Scheduled Events

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For Listing in this column call or write:
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EVERY FRIDAY NIGHT (Beginning May 1st)
CLASS A Speedway Racing at Orange County Fairgrounds, Costa Mesa. Gates open 7 p.m., Racing 8 p.m. Free parking and programs.

EVERY SATURDAY NIGHT
TT RACING, Elsinore Race Track, Gates open 3 p.m., races start 7:30 p.m., Off Hwy. 71 in Elsinore, Cal.

1st & 3rd SUN. OF EVERY MO.
Deadman's Point, Apple Valley, Cal. 1st Sun. European Scrambles, 3 Classes, 1 hr. each – 8 a.m. Practice – 10 a.m. start – 3rd Sunday, Motocross – all classes, 8 a.m. prac. – 10 a.m. start. $1.00 Entry Fee – Info: (714) 247-7473 (eves.)

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THURSDAY, APRIL 23rd

TT RACES at Ascot Park. Pro racers include Van Leeuwen, Romero, Castro, Rockwood and others. Racing starts at 8 pm, with admission $2.95 for adults, $1.95 Juniors, $1 for kids 8-12 and kids under 8 free.

FRIDAY, APRIL 24th

HALF-MILE RACES at Ascot Park. New Rooster tail track for some of the biggest names in pro racing, including Lawwill, Romero, Aldana, Brelsford, and Seabourne. Adults $2.95, juniors $1, under 8 free.

APRIL 23rd THRU 26th

CUSTOM CAR, MOTORCYCLE AND DUNE BUGGY SHOW by Tridents Car Club, Cycle World Magazine and Dune Buggies Magazine, at Los Angeles Sports Arena. Info: (213) 588-4551.

APRIL 24th THRU 26th

MOTORCYCLE SHOW by Redwood City Travelers M.C., at Redwood City American Legion Hall. Friday 5 pm till midnight, Saturday, 9 am till midnight, Sunday 9 am till 5 pm. Honda Trail 70 door prize. AMA and SRRA sanc. Trikes, choppers, dirt and street bikes.

AMA PRO SHORT TRACK RACES at Vallejo (Calif.) Speedway. $900 purse. Practice at 7 pm, racing at 8 pm. 18 events open to Novice, Amateur and Expert. Gates open 6 pm. Free parking. Info: (213) FA 1-5323.

SAT. & SUN., APRIL 25, 26th

LAKE ELSINORE TOUR by Pacific Coasters M.C. No official start. Finish and signup at Lake Elsinore. Trophies, food, beer, parade, dance and drill team. For info and entry blanks contact H-D dealer or (714) 274-3755.

PRO MOTOCROSS by Colorado Professional Motocross, at Coal Creek Raceway. $1000 purse. Gary Bailey riding school on Sat., with $15 fee. Race starts at noon. Second in a series of four.

SUNDAY, APRIL 26th

TT RACES by Huntington Racing Assn., at Huntington Beach Cycle Park. Signup 8-10 a.m. $2.50 entry for non-members, $2.25 entry for members. Info: (714) 897-4458.

HARE & HOUND by Simi Valley M.C. at Four Corners. Limed from Cramer Jct. on 395. Dist. 37 points. Course has two 35 mile loops. Starts at 10 a.m., D.S.T. Entry $4.25. Info: (805) 526-8214.

ENDURO by Explorer Post 305. Start and finish at Allen's Motorcycle Playland, 5 miles north of Oakhurst on Hwy. 41. Special class for under 125cc machines and "B" class enduro riders. Open only to first 360 entries. Mail entry $4 to Forest Road F, 29 Star Route, Oakhurst, Calif. 3 riders make a team. Post entry $5.

EUROPEAN SCRAMBLES by Allgood Racing International, at Carlsbad Raceway. Seven miles east of Interstate 5, on Palomar Rd. Mail entry $7.50, Post entry $12.50. Registration and practice between 8-10 a.m., with race starting at noon. $1000 in cash or merchandise to winner. Info: 6982 La Jolla Blvd., La Jolla, Calif., (714) 488-6006.

AMA PROFESSIONAL TT at Old California State Fairgrounds in Sacramento. All new 1-1/2 mile course. Fourteen events, with first race starting at 2:30 p.m. Thirty three Experts go 50 laps. $4000 purse. Am. & Nov. also run. Agajanian Enterprises, Info: (213) FA 1-5323.

MOTORCYCLE RACES by the Rainier Sportsmans M.C., at Rainier Rodeo Grounds, between Yelm and Tenino on Hwy 507. Signup ends at noon, first race at 1 p.m. Two trophies guaranteed in each class. Donation $2, students $1. Info: (206) 446-2401.

HARE & HOUND by Simi Valley M.C. Limed from Cramer Jct., Hwy 395 and 58 (4 corners). Two 35 mile loops, dist. 37 points. 10 a.m. D.S.T. Entry $4.25, super finisher pins.

MOTOCROSS by Taft M.C., at track 1/4 mile west of Maricopa. AMA sanct. Signup 8-10 a.m. Info: (805) 763-1655.

HARE SCRAMBLES by Cascade M.C., 22 miles east of Bend, Ore., on Hwy 20. Post entry $4. Signup 8 a.m., race at 10 a.m. 30% trophies, catering trucks and restrooms. Info: (503) 382-5731.

MOTOCROSS by the Feather River MC at Marysville, Calif. located under E Street bridge at Marysville. AMA sanct. Sign-up 8-10 a.m., first race 10:30 a.m. Info: (916) 742-7785.

MOTOCROSS by Richmond Ramblers M.C. at Pt. Richmond, club grounds.

MOTOCROSS by Bushmasters M.C. at Lamb's Canyon, two miles south of Beaumont, Calif. All classes race three times for 20 minutes. First event at 10 am. Entry $3.25. Limed from I-10 and Beaumont Ave. Info: (714) 849-6181.

ROAD RACE by AFM at Vaca-Valley Raceway, just off I-80 in Vacaville. 2.2 mile circuit, with speeds up to 145 mph. Strategic spectator points. Practice 9 am race at noon.

HILLCLIMB by San Jose Hillclimbers. Signup 8-10 am at Cycle Hills, Uvas Dam. Info: (418) CI 8-2684.

TRIALS by the SCTA at Saddleback Park Sign-up close 9:30 a.m. Info: 697-9441.

MOTOCROSS by Boondockers M.C., five miles north of Port Orford, Ore., off Cape Blanco Rd. Signs posted. Info: (503) 348-2344 or (503) 348-2482.

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CLASS A SPEEDWAY By Great Bear Enterprises at Antelope Valley Fairgrounds, Lancaster, Cal. Info: (213) 473-5613 or (714) 521-6422.

MOTOCROSS by the Pathfinders M.C. at Dunlap Park has been cancelled.

MOTOCROSS by the Sledriders MC at Deadman's Point, Apple Valley, Calif. AMA Sanct. Dist. 37 points. Three motos all classes. Course and bar both wet.

T.T. SCRAMBLES by the San Bernardino MC at Perris, Calif. Dist. 37 points. Sign-up 0-200 7 a.m., 250 10 a.m. and Big bikes noon. Traction opp. Adm. $1.25, entry $2.00. Info: (714) 822-2252.

MOTOCROSS at Bay Mare, 3rd in a series of five east-west challenge meets. Winner gets trip to I.S.D.T. in Spain. Top six compete against east in Mass. Info: (213) 348-3349.

POKER RUN by Tracy Chief's M.C. in Tracy.

SCRAMBLES by Stockton Scramblers M.C. has been cancelled due to AMA Pro races in Sacramento.

MOTOCROSS by the CMC North at Plymouth, east of Sac. on Hwy 16. Sixth and last race of CZ series with free CZ motocross bike going to points leader. Info: (415) 682-3543.

AMA NATIONAL ENDURO CHAMPIONSHIP 100 mile run by Hill and Gully Rider's M.C., Blooming Valley, Pa.

MOTOCROSS by ACA at Sadleback Park, Orange Calif. All sportsman and senior classes. Practice at 9 a.m. and first event at 11:30 a.m. Info: 528-4290.

HILLCLIMB by Hill Climbers Assn., at Uvas Dam, Cycle Hills between San Jose and Gilroy. AMA sanct., admission $2, under 12 free. 200cc signup 8-10 am. Info: (408) CL 8-2684.

HARE AND HOUND by Blthe M.C., 24 miles west of Blythe on Hwy. 60-70. Limed from Chuchwalla Rd. offramp. Overnight camping at pits. Entry $3.50. Riders meeting 9:30 am, race 10 am. 20% trophies. Six bikes make a class.

TROPHIES for the Feb. 22 T.T. Scrambles by the Barstow M.C. can be picked up at the T.T.'s at Perris on Sunday.

TRIALS by PITS of Sacramento, in the U-Bet area. I-80 to Colfax, Hwy 174 in Colfax to Nevada City. Turn right six miles from Colfax on U-Bet Rd. Signup 8-10 am, entry $3. Info: (916) 451-2277.

CROSS COUNTRY by Sandshifters M.C. Follow red arrows from Kona, Wash. 101 miles, 30% trophies. Seven classes, pre-entry $5 to P.O. Box 16, Kona, Wash. Camping and facilities available.

APRIL 28, 29th

CZ SCHOOL by Walt Axthelm, covering teardown and assembly of CZ engine, as well as fork and chassis. Two nights from 7-11 pm. $10 fee. Class limited, reservations required. Contact Walt Axthelm at Triumph-Suzuki Motors, 1041 West Mission, Pomona, (714) 629-8642.

WEDNESDAY, APRIL 29th

SHORT TRACK & TT by ACA at Orange County Speedway, El Toro, Cal. Pit gates open 6:00 pm, first event 8:00 pm. Into: (714) 528-4290.

THURSDAY, APRIL 30th

TT RACES at Ascot Park. Pro racers include Van Leeuwen, Romero, Castro, Rockwood and others. Racing starts at 8 pm, with admission $2.95 for adults, $1.95 Juniors, $1 for kids 8-12 and kids under 8 free.

FRIDAY, MAY 1st

HALF-MILE RACES at Ascot Park. New Rooster tail track for some of the biggest names in pro racing, including Lawwill, Romero, Aldana, Brelsford.

SATURDAY, MAY 2nd

HALF MILE RACES first Sat. night of every month at Tulare Fair Grounds.

SAT. & SUN., MAY 2nd, 3rd

PONDEROSA HARE SCRAMBLES by Greyhounds M.C. Fifteen miles east of Lancaster on Ave. "J". Registration starts at 8:30 a.m., with race beginning at 10 a.m. Trophies 40%, with contingencies. Info: (213) 367-2907.

SUNDAY, MAY 3rd

ROUGH SCRAMBLES 3rd Annual Mother's Day Race by Powder Puff Assn., at Perris Raceway. AMA sanct., Dist. 37 points. 10 laps, more or less. Info: (213) 375-0737.

EASTER SEAL BENEFIT MOTOCROSS by Pathfinders M.C. and Easter Seal Society Auxiliary of Fresno, at Dunlap Cycle Park. AMA sanct., Dist. 35 points. $3 mail entry to 443 Broadway, Fresno. Deadline April 27. Post entry $5. Practice 7:30 am, race 9 am. All proceed to the Easter Seal Society. Overnight camping. Info: day (209) 237-0215, after 6 pm (209) 255-2704.

ENDURO by Rams M.C. 95 miles. Start at Hart's Rd., 34 miles N. of Mojave on Hwy 14. First bike out at 8:01 am P.D.T. Trail bikes all the way. Entry $5, $1 extra per team rider. Entry limited to 700. Drawing Tues., April 28, 7:30 pm at Van Nuys Rec. Center, 14301 Van Owen Blvd. Mail entry deadline April 26. Entries to Rams M.C., 13650 Rayen St., Arleta, Calif. 91331.

BENEFIT RUN by Hi-Way Kings M.C. Proceeds to Rancho San Antonio Boys Town. Also, 10th annual Motorcycle Blessing. Starts at 8 a.m. at Santa Monica H-D, 12418 Santa Monica Blvd. AMA sanc., donation $1.75.

MOTOCROSS by CMA of Salt Lake City at 2300 S. 5600 West. Signup and practice 11-12:30 pm, race at 1 pm. Admission $1, rider's entry $2. Info: P.O. Box 1192, Salt Lake City, Utah 84110.

AMA NATIONAL CHAMPIONSHIP 20 lap half-mile event at Cumberland, Md.

MOTOCROSS by Lompoc Slo-Pikes at Santa Maria (Calif.) Speedway. One mile north of Santa Maria on Hwy 101, at Bakersifle turnoff. AMA Dist. 35 points. First race at 11:30 am. All classes, three number plates required. Info: (805) RE 4-5803.

SCRAMBLES by Los Gatos Moc., at Uvas Dam, Cycle Hills, between San Jose and Gilroy. AMA sanct., class C traction, admission $2, with signup beginning at 9 a.m.

ROAD RACE by ACA, at Riverside Intl. Raceway. All JR. and SR. G.P. and Tourist Trophy classes. Practice 9:00 am., first event 12:00 Noon. Info: (714) 528-4290.

MOTOCROSS by CMC at Perris Raceway. Membership required. $10.00 post entry, $5 post entry to CMC Box 1402, Costa Mesa, Cal.

AMA NATIONAL ENDURO CHAMPIONSHIP 200 mile run by MidWest National Enduro Riders Assn., Shelby, Ind.

(Continued on page 30)

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the ACTION'S at
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OFFICIAL EXAGGERATION?

I feel compelled to write regarding an incident which I witnessed at the Shamrock's Jawbone Enduro on April 5 this year. On the dirt road entering the area was a sign which read "Stop – Pick up litter bags", or something to that effect. I had my own litter bag so I din't pay much attention to the exact working of the sign. There were portable rest rooms and even if inadequate to accommodate the large crowd, I feel that the Shamrocks should be commended for their visible efforts to keep the area clean.

A Fish and Game Department of Interior official car came in and parked next to my campsite on Sunday morning and the officer jumped out of the car and hurried up a hillside and took pictures of the area. When he hurried back down the hill toward his car I inquired "What is the trouble, Officer" and his answer was "People – this is a rape of the desert", got into his car and sped away.

After being told that I was a party to rape, I sat down in a chair and took stock of the situation around me. Being more than slightly burned, I continued taking stock on the way home. I had arrived at Jawbone on Saturday morning and the Officer wasn't there taking pictures – he probably wasn't there Monday either.

Most people were parked in an area that was bare before I arrived Saturday morning. A few were parked in the brushy area adjoining the bare area, but what impressed me most was the number of our most important resource – PEOPLE – enjoying themselves. Ranging in ages from four or five to sixty five or maybe seventy – they were having a ball. I thought to myself "The taxes paid by these people in a lifetime would buy this whole section of desert several times." Most of the riders stayed in camp, on dirt roads which were already there, on trails which were already there or in sand washes which were already there. That Officer should write to Sacramento and outlaw wind and rain – they change the desert. He should also witness an armored division on maneuvers and see what they do to the desert.

On the way home I noticed many instances of "Desert Rape" – pipelines, power lines, highways, alfalfa fields, chemical plants, railroads, towns, etc. etc. A funny thing about some people – if there is a profit, it isn't rape. I enjoy the desert, but beauty is in the eyes of the beholder. So if you can't see the desert, how is one to know that it is beautiful?

T.W. APPLE
Lakewood, Calif.

DIRT (Y) COP?

The enclosed clipping indicates a new approach to harrassment. (The article concerns a San Diego policeman who will be patroling riding areas on a dirt bike, and ostensibly informing riders about various regulations.) Note the contradictions within the article itself. The old bug-a-book "pollution" is even used. Talk of education, someone ought to inform "the LONE RANGER" about the facts on two cycle combustion efficiency. What next? A trooper on a pedal bike to keep the cyclists straight, I don't see anything on a trooper with a knapsack, keeping the hikers from "littering" and "polluting". How about some "mounties" to keep the "horsey" set from "doing their thing" all over the countryside? I am certain everybody will be "receptive". How else can you be towards a 6'4" 230 pounder with a badge? Talk to him? You'd have to "get his attention" with a telephone pole first.

GEORGE R. SPIDELL
El Cajon, Calif.

THE DILEMMA

I've never owned a bike before. Every time I borrow a friend's motorcycle I wreck it and myself!

I've decided I need some experience riding a motorcycle and the best place would be out of traffic and off the streets. Hence, get a dirt bike!

I read a great book on the Hell's Angels by H.S. Thompson. In the book he said, Lots of bikers go over the rail (crash) at 40 or 50 miles an hour and walk away. If you're lucky, the crash is not that bad, but if you are not lucky, two or three cars will run over you. And that's bad. Having a great desire to stay alive and in one piece, I decided to buy a dirt bike. My exact thought was, "I'm gonna tear up those hills and lose my frustrations doing it. After all isn't that what bikes are all about!"

I was telling a friend about my plans and he said, "Hey don't you know that dirt bikes are very destructive? They cause terrible erosion." I said, "No, I didn't." He continued, "Don't you feel bad about tearing up those beautiful hills." Since I haven't, I don't feel bad. But I soon will have a dirt bike, and I think that all of us who ride in the hills should be aware that the paths we cut across the hills cause erosion. We all should put our heads together and think of ways to solve the problem.

One thing we all can do right now, is to support, Russ Sanford, c/o M.O.R.E., P. O. Box 26062, Sacramento, Calif. 95826. Russ is for preserving the land and riding motorcycles, too.

STAN SHAVE
Woodland Hills, Calif.

THE GOVERNMENT VIEW

Recently, I received a number of clippings from your publication from one of my units. It was a great pleasure, and most encouraging to me, to see some of the Letters to the Editor and other contributions confirming my opinion that there are a great number of responsible people and organizations in the motorcycle fraternity.

Several of the Letters to the Editor and other items indicated a deep concern for the kind of irresponsible use of the out of doors that can very well destroy those resources, particularly in our southern desert area. In those areas, we have experienced very serious damage as a result of off-road vehicles, both the motorcycles and others, traveling cross country. Most of this damage is irreversible and patently thoughtless in that these resources belong to those who follow as well as those of us who have the great privilege of enjoying them now.

In spite of the fact that at Anza-Borrego Desert State Park, for instance, there are up to 700 miles of off-road travel routes available to off-road vehicles, there are some irresponsible people who will leave these routes to the serious detriment of the resource. I believe that the responsible off-road vehicle enthusiast is as concerned as any other lover of the out of doors about this kind of destruction and I hope that they will join us in working to minimize this kind of thoughtlessness and lack of responsibility.

For some time, I have been trying to communicate with responsible motorbike organizations so that we may discuss this problem and seek their assistance in assuring that the out of doors can remain available to everyone and still protect it for those who will need this, even more than we do, in the future. Can you put me in touch with such organizations that we may work towards the benefits of all the people of this state?

J. WHITEHEAD, Superintendent
District 6 Hdqts.
P.O. Box 1328
San Clemente, Calif.

Enclosed is a flyer giving details of "Operation, Cooperation", May 2-3. This is a project planned by all motorcycle, dune-buggy and four wheeler clubs of our area. We are working to keep the desert open for our riding pleasure. The trash and litter there is a real eye sore and with a little faith and a lot of help from all outdoor fans we can make this project a big success. If you can give us a little help in spreading the word it will be greatly appreciated.

BRUSH BARONS M/C
P.O. Box 82
Escondido, Calif. 92025

ECOLOGY

CYCLE NEWS EDITORIAL

As almost all bike riders know, ecology has become a very "in" thing in recent months. Not that it hasn't always been with us, but of late an increasingly large number of individuals and groups are becoming extremely vocal about the problem. We suspect that there are various motives, – some good, some not so good – behind the uproar. But, regardless of motives, ecology today is of utmost concern to most Americans, and it is high time that we, as motorcyclists, take a hard, cold look at this important issue.

As individuals, of course, we are interested in such problems as smog and water pollution. But as a group our main concern is with the frenzied debate over use of the desert and other rural lands.

There have been charges and counter charges, opinions and counter opinions, proposals. But, to date, little, if anything, has been either concluded or resolved.

There is little doubt in our minds that use of desert land by off-road vehicles does, indeed, change the natural environment of the terrain. Furthermore, it should be obvious that a bunch of screaming bikes coming lickity split down the back side of a hill are going to scare hell out of flock of grazing sheep. And fences have been torn down, ancient Indian burial grounds destroyed, hills eroded, and pit and camping areas littered with beer cans and paper plates.

The debate, thus far, has centered around the frequency and degree that such things have occurred. The BLM, naturalists, and livestock owners have numberous, photograph documented, horror stories about misuse and wanton destruction of public and private lands. Riders, on the other hand, say that these claims are exaggerated, and they, as citizens, have a perfect right to enjoy the beauty and pleasure afforded by desert riding. (See T.W. Apple's letter on this page).

To borrow a phrase from the president, it should be crystal clear that both sides have a legitimate argument. (See Stan Shave's letter on this page).

Cycle News would like to suggest that the time is long past for petty argument over a virtually mute point. There are now an estimated 1.7 million motorcycles in California, and the number will undoubtedly grow by leaps and bounds with each succeeding year. At the same time, land is more than ever a precious commodity, and its use must – repeat MUST – be regulated in a rational manner. Motorcyclists have their rights, but so do sheep. And rock hounds. And flower lovers.

Somehow, all sides must get together. Now. We can no longer afford the philosophical, someday-we-should platitudes, of the BLM's committee on off-road vehicles. Or the, "We've-got-a-committee-working-on-it" attitude of the Los Angeles County Department of Parks and Recreation. It's action time, boys and girls. Right now.

The letter on this page from Superintendent Whitehead, of the State Department of Parks and Recreation, as well as the letter from the Brush Barons M.C., are indicative of some positive steps that can be taken.

Generally, Cycle News feels that the following things should be done: (1) As a joint venture between motorcyclists and various public agencies, bike rights should be firmly and unequivocally established. We should fight for what we need, while still recognizing the rights of others. (2) We should support Russ Sanford's M.O.R.E. as the official agent for organized motorcycling in California. We should make it financially feasible for Sanford to devote his full time and efforts to our interests. As of this week, every member of the Cycle News staff is a paid in full member of the – OUR – organization. Working with local groups, the President of M.O.R.E. could direct negotiations between local officials and riders. (3) Clubs and individuals should organize a system of policing the areas. This has been done successfully in some parts of the state, and there is no reason why it shouldn't work everywhere. (4) Desert clubs should work closely with land agencies, in planning their events. This will serve many functions, not the least of which is good public relations. (5) When riding anywhere near residential areas, bikes should be equipped with silencers. You just don't lose that much power, and it's a lot easier on the ear drums. We would like to suggest that removable silencers be made standard equipment on all racing bikes. For starters, though, bike shop owners might follow the lead of Lomita, Califf.'s T&O Yamaha (and probably others), and sell this equipment at dealer cost. (6) Finally, all of this should be done as soon as possible. Clubs should immediately organize themselves (gy general area) and begin contacting in-

As many of you probably know, this week has been proclaimed Environmental Action Week. A variety of activities have been scheduled around the country to draw attention to this very important matter. With this in mind, Cycle News has devoted the entire voices page to problems concerning motorcycles and ecology. Letters represent various sides of the question, and the editorial outlines the paper's position on the top.

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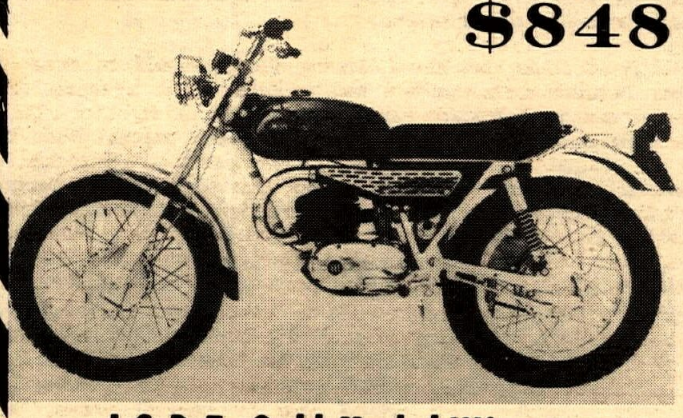

I.S.D.T. Gold Medal Winner
250 KING SCORPION

TIM HART took his Motocross machine to Trojan Speedway and "Cleaned House" in the 250cc TT Class on Friday, April 10th. Then he went to Carlsbad Sunday, April 12th for the CMC Motocross and "Cleaned House" again by winning the 250cc Expert Class. VIVA!!

MIKE RUNYARD is no stranger to the "Winner's Circle". Sunday, April 12th at Kern County Motocross, Bakersfield, Mike proved what a promising up and coming young rider he is by winning both the 250cc and 500cc EXPERT Classes. VIVA!!

"ALSO"
Another steady winning MONTESA rider is RICK NORRIS, who WON AGAIN the 250cc Jr. Class Div. 1. This time at the Kern County Motocross, Bakersfield, on Sunday, April 12th. VIVA!!

JOHN GREENE—MONTESA "Jumps on the Band Wagon" by winning the 350-500cc Expert Class at Redding, Cal., Scrambles on April 5, 1970. JOHN is sponsored by Carmel Honda. VIVA!!

SCOTT KING is still winning in the Desert, 3 straight Overall wins. VIVA!!

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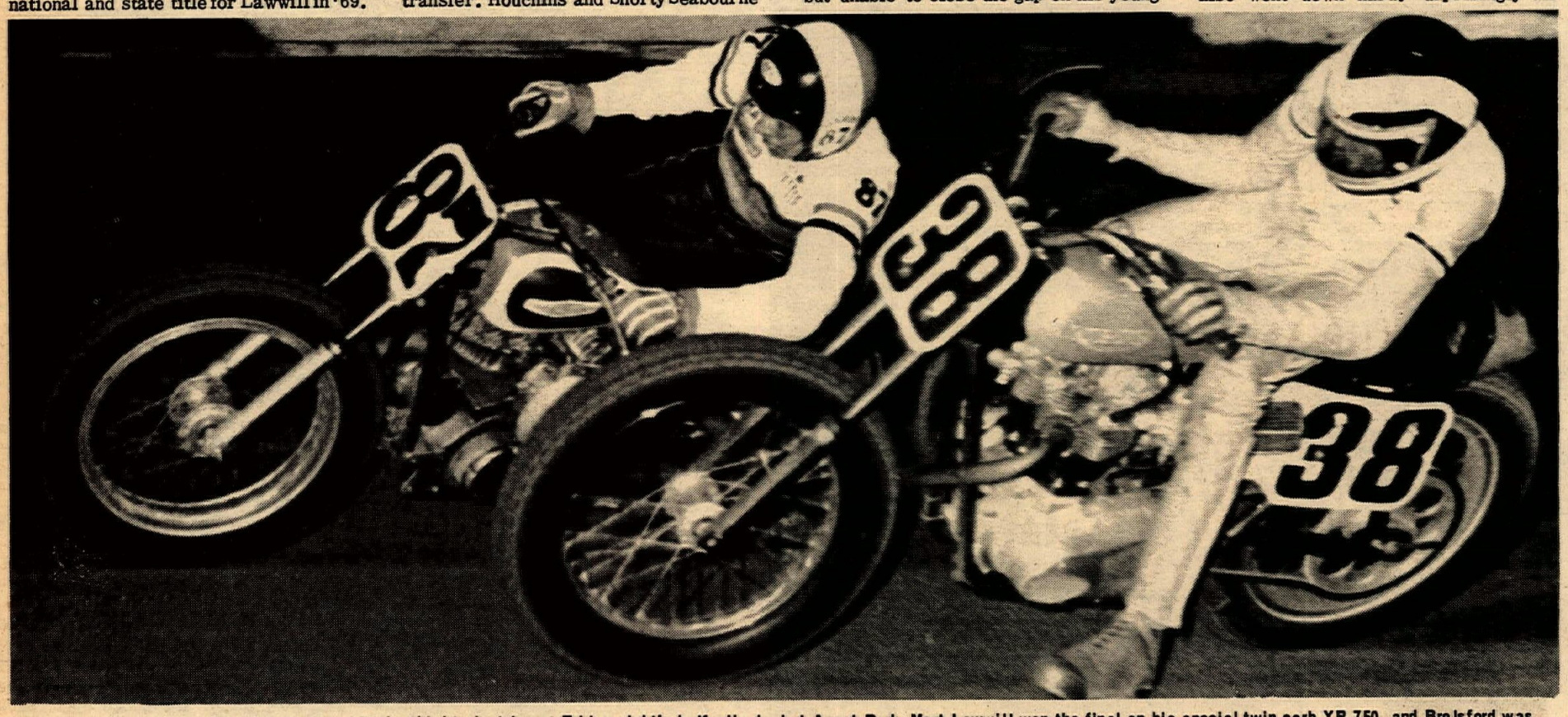
MERT WINS ASCOT HALF MILE

By Dewitt Thuett
Photos by Dennis Greene

GARDENA, CAL. April 17, 1970 – Hang onto your hats, the Ascot half mile season is under way each and every Friday night! While the crowd hung onto their lids last Friday night the riders, especially the Experts, let it all hang out in the best season opener yet.

National champ Mert Lawwill showed up to introduce the new Harley-Davidson 750. Sidekick Mark Brelsford showed up on the older 750 that won the Ascot national and state title for Lawwill in '69.



Tom Rockwood slips under Mark Brelsford in the third to last lap of Friday night's half mile duel at Ascot Park. Mert Lawwill won the final on his special twin carb XR 750, and Brelsford was there to make it one-two for Harley-Davidson before Rockwood made his bid.

Tom Rockwood showed up on the new Danny Macias 650 Triumph and therein lies the story of the first half mile of the new season.

Mert, Mark and Tom took three of the top four times in time trials with Dave Smith and a Triumph taking the other.

Mert opened the action with a heat race win over Gene Romero and Rockwood with the fastest five lap time ever recorded for a season opening heat race. Brelsford countered with a win over '69 point champ Mel Lacher and Lloyd Houchins and a near identical time as Lawwill's.

The final heat race for the Experts produced one of the few dead heat ties in the history of the track. Paul Conserrie and his 750 Norton caught Smith at the finish line and five officials ruled it a tie.

The Dash was a bash all the way with Lawwill topping Brelsford, Rockwood and Lacher. By now everybody knew that big things were coming in the final.

But first came the Expert Semi-Main. This event has long been one of the nightly Barn-Burners as it is the last chance for the money and the final.

Five riders rode it down to the wire. First time Expert Terry Donaher on the ancient Velo 500 upset the troops and won. Rockwood had to gas it full bore on the last turn to take fourth and final transfer. Houchins and Shorty Seabourne were sandwiched in between for second and third.

Seabourne did not get the new Dick Kelm Yamaha 650 completed in time for the race so Shorty was once again riding the 500 BSA single. Once again he did everything but fall completely off on two occasions but stayed up to make the final.

Ascot has recorded many thrillers over the years since 1957 but the Expert final last Friday will rank with the best. Lawwill and Breslford started up front, Rockwood started last, outside in row two.

It was an instant lead for Brelsford as he was set to go for a win to match his TT win from the night before. Only one other rider had ever won back to back Main Events at Ascot on the same weekend.

Mark jumped to a good lead over Mert with Rockwood passing five riders in the first two laps.

Tom then went to work on fellow Triumph rider, Gene Romero. Gene held for two laps before giving way. Next it was Rockwood catching Lacher. Mel tried to hold and diced back and forth for three laps before Tom went blasting by and into a distant third with the two Harley riders a full straightaway in front.

Lawwill was hanging close in second but unable to close the gap on his young sidekick. Rockwood kept closing by two and three lengths a lap. On the tenth lap Brelsford came out of turn two too hot and the back wheel did a dance.

This shot Lawwill into the lead and now Rockwood was just a few lengths back in third. Tom moved by Mark for second two laps later and two laps were left to go.

The crowd, right down to the youngest kid, was on their feet the last two rounds with Rockwood now closing on Lawwill. The Triumph Tiger and the national champ took it down to the wire with Mert still holding at the finish to extend his win streak to four straight from the end of last season to the start of the new year.

All three riders will again be on hand this coming Friday night for a repeat run. The Main Event time was the third fastest ever turned on the fastest half mile in the West.

Tod Sloan finally put it all together to take the Amateur Main Event win over the returning Ric Holly who raced in the East most of last season. Don Emde showed the same class that he displays in road racing to finish third over Kris Bakke.

Milo Walz started a three rider chain reaction type spill in the Amateur Semi that took Freddie Edwards high into the air and into the crashwall. Eldon Hinkle also went down hard. Surprisingly all three later got up and walked away but did not return for the restart.

Gary Scott was handed the Novice Main Event win on the proverbial platter when Kenny Roberts dropped out while running far out in front during the early laps in the 250cc final. Mechanical troubles plagued a total of four of the ten rider field.

Ron Moore leaped for joy in the pits after the race when he found out he placed second in a close battle down to the wire with Loyal Penn. Tom Lafortune was fourth with Cross Country ace, Al Baker, in for fifth.

The riders split a $2,000.00 opening night purse which promises to be even greater this Friday.

(Results on page 27)

Kenny Roberts dropped down from Merced to grab off a win in the Novice event of the regular Thursday night TT at Ascot.

Brelsford Makes It Two In TT

By Dewitt Thuett
Photos by Dennis Greene

GARDENA, CAL., April 16, 1970 – Ascot's weekly Thursday night AMA TT races found Mark Brelsford and his Harley Sportster powering their way to the 15 lap Expert Main Event win. Mark became the first Expert this year to win twice. He now has two wins and a second in three times out on the Gardena twister.

It was a clean sweep of the heat race, Trophy Dash and Main Event for the second year Expert from San Bruno. Mark's teammate, Mert Lawwill was absent and back home getting the half mile machines ready for the following night.

Brelsford cut the three races in a quick and clean style with perfect starts off the line each time out. Point leader Skip Van Leeuwen did the chasing in both the heat race and the final to finish the night with two second places.

Skip crashed hard in practice and came up with some bent fingers on his left hand that did not appear to slow him down to any great extent, however.

Gene Romero grabbed off the other Expert heat race win before taking a pair of third place finishes in both the Dash and the final.

Lloyd Houchins unloaded on the first lap of the final with eight other Experts turning in all directions to miss him. One rider went right over the top of the downed machine and kept going. On lap two Tom Rockwood went down, got back up and was again running, nearly a half a lap behind the next place rider.

From then on it was second year Expert Brelsford up front and second year Expert Rockwood playing catch-up from the back.

Tom did catch up and passed four riders to finish seventh before the laps and time ran out.

Al Kenyon upset John Hateley in one of the Amateur heats with Ted Longwith doing the same to Tod Sloan in another. Terry Dorsch took the heat race win in his first outing of the night and then topped John and Tod in the final for his first feature win of the season.

Steve Bast came into the Amateur final as an alternate but came from the back to finish a strong fourth behind Ascot's three top rated Amateurs in the battle between the Triumph's and the BSA's.

Novice pre-race favorite, Gary Scott, riding a three in a row win streak in the 250 class, was pushed all the way back to fourth place as Merced's Kenny Roberts poured it on for Montesa all the way to win by a wide margin.

A pair of Yamahas ridden by Bob Hill and Carl Byers did the chasing for second and third with Scott in fourth on a Bultaco.

The weekly Thursday night TT's continue again this week with race time set for 8:00 p.m. Special discount coupons are available in CYCLE NEWS.

(Results on page 27)

ACA Road Racers Get Down To It At Anzac

By Bruce Braly

It was a cool and windy day in Palmdale this last Sunday but it did not hamper the fine meet that was held at Anzac Raceway, home of the American Cycle Association. A good turnout of bikes and riders turned out and they proceeded to get down to some close competition.

Practice didn't quite get started as scheduled but it seemed everyone was able to get in enough practice to be satisfied. Heat races then followed for all classes.

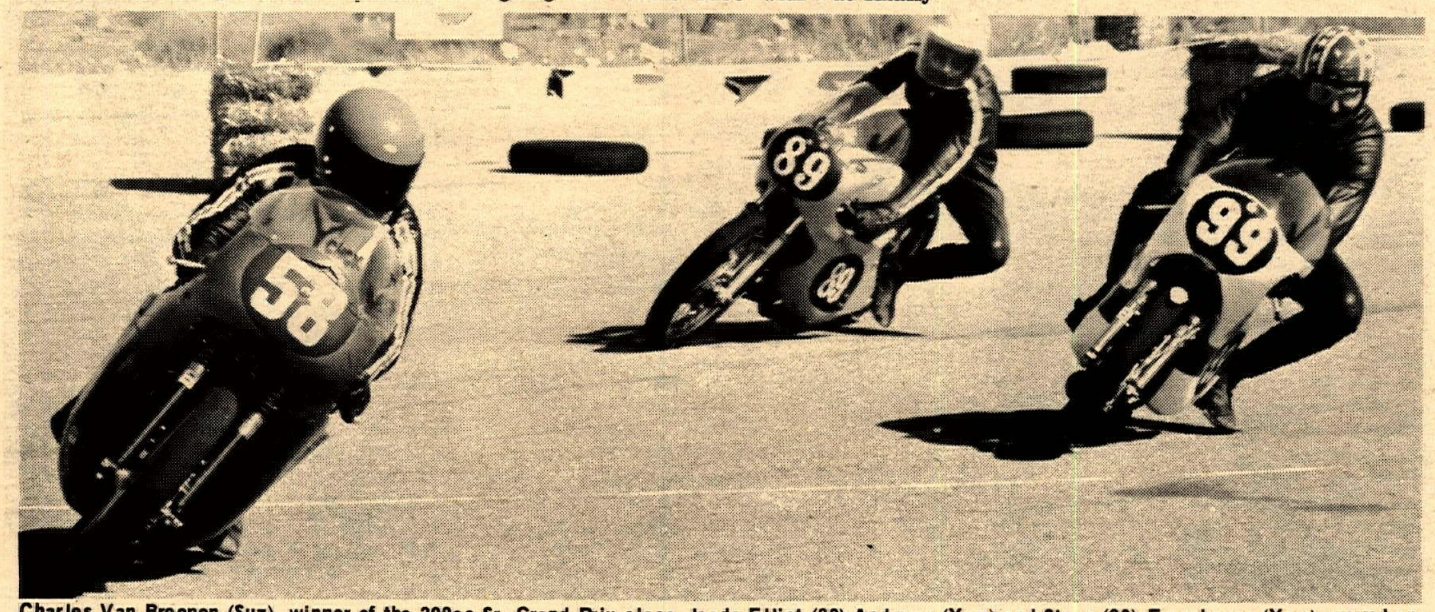
The 100cc to 200cc Lightweight Production was first off in the Main Events. Jim Evans, aboard a 100cc Yamaha took his class. Tim Rockwood won the 125cc class and Pat Evans was the victor in the 200cc category, both were also Yamaha mounted.

Next up was the 250cc Open Junior Grand Prix. Juniors are those who are new to road racing. This is a very wise idea as it gives the rider a chance to race against others whose skills are more closely matched. It also makes it easier for those getting started in racing to break into the sport. Dale Larson won the Open class, Richard Poole won the 500cc category and John Killmann took the 350cc, all were riding Hondas.

The Lightweight Grand Prix was the next race and it was Ron Pierce on a 125cc Yamaha all the way. He grabbed the lead right off and lengthened it from then on. Chris Anderson was the 50cc victory on an Ital Jet. Don Emde, aboard a Hodaka, won the 100cc class. The 175cc was captured by Honda rider Colin Jones and Charles Van Breeman won the 200cc class on a Suzuki.

In the 250cc-Open Production race George Kerker and Jerry Greene ran one-two for most of the race. These two pulled far away from the rest of the field during their duel that finally ended on the next to last lap when Jerry lost it at the far end of the straight and fell, but he was unhurt and the bike only suffered a broken foot peg. This turned out to be a good break for Kerker as it was bout this time that his engine began to misfire because of some electrical malfunction. Pat Evans and Geoff Mazon, both on Suzukis had a real nip and tuck battle going the whole race with Pat finally coming out on top in the 250cc class. James Randolph took the 350cc class win on a Suzuki and Jack Harney, riding a Kawasaki Three won the 500cc class.

Looking ahead at the ACA Road Race, near Palmdale, California.



Charles Van Breenen (Suz), winner of the 200cc Sr. Grand Prix class, leads Elliot (89) Andrews (Yam) and Steve (99) Froschover (Yam) around an Anzac Raceway turn.

Richard Reynosa, on a Yamaha, won the 100cc class in the 100cc-200cc Junior Grand Prix and Dennis Drumm took the 200cc class on the same make. Pat Hynan won the 350cc category on a Yamaha in the combined 250cc-350cc Grand Prix. In the 250cc class Steve Mallonee was the victor, also on a Yamaha.

The Open Grand Prix saw another great battle for first. John McGillivray, on a Manx framed 750 Norton diced with number 93, a new Kawasaki H1-R road-racer, for most of the race. The Kawasaki set a new course lap record in the process. This duel was abruptly ended when the Kawasaki rider went down in a big way on the sweeper leading onto the main straight. In the 500cc class Jack Harvey won on his road model Kawasaki. And so ended a satisfying day of racing, ably put on by the A.C.A

(Results on page 27)

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WHAT TO SEE AT THE CYCLE WORLD MOTORCYCLE SHOW

93 Choppers, 25 Antiques, 1st & 2nd Daytona Bikes, Movies, Stars & More Motorcycles

Once you have made it past the turnstiles and melted into the with-it young crowd on the mezzanine wheel of the Los Angeles Sports Arena this weekend, bedazzled, you may risk missing some of the good things there displayed. This guide, then, will serve as a handy checklist of the things to see and the map on page 9 will show you where to find the exhibits.

As you enter there'll be, on your left, the British exhibit, featuring Norton-Villiers-AJS and Greeves motorcycles. Marvel at the cunning design of the racing machines here and make a date with a dealer to ride the powerful Norton Commando before you move on. Directly across the aisle you'll come upon the Yankee Motors display. Here's where the new Ossa's and, if luck and the Teamsters are with us, the fabulous twin-cylinder Yankee 500 are holding forth. Say hello to Ken Clark and ask him to show you the Ossa Short Track Replica ridden by Dick Mann.

Still proceeding left, you'll find the Yamaha International booths, with two strikingly colored Daytona racers, fresh from the battles at the Speedway. They'll be there along with all the new Yamaha models. You may be surprised.

Next to Yamaha is the Steens accessory display, featuring the custom racing Rickman Metisse frames and Ceriani suspension equipment. Check the new lightweight frames for 100cc engines and gather up all the literature on the rest of the neat things in the Steens catalog.

Don't miss the Cycle Shirt Shop, snugged in between Steens and the Triumph motorcycle display.

The Triumph booth will be featuring the 165 mph Trident of Gene Romero—fastest qualifier at Daytona Speedway this year, and which brought Gene in second at the 200 miler.

Look at the new styles and improved Bell helmets at the next display, and ask the man at Visco Products what they've got that you've been needing.

Then Bill Blakeslee at U.S. racers should be looked in on. He'll show you a line of accessories for the serious motorcycle rider that will blow your mind. Next to Bill is Barnes Enterprises, with a line of high quality accessories that you need in the dirt.

Before long, you'll be at the Cycle News rotunda, where you can help yourself to free sample copies of back issues, and subscribe to any or all three of the newspaper editions for a special, low, show price. Say howdy to the staff, too. They'll be glad to meet you.

Across from Cycle News is the German exhibit, featuring Sachs, BMW, Zundapp and Maico motorcycles, including the first BMW ever built.

Don't miss the Flanders Accessory booth. This may be your only chance to see the many Flanders items all in one place.

Since we won't know what's in the Bassani Manufacturing booth until showtime, we'll be there, just like you, to watch them manufacturing Bassanis, or whatever they do.

We know what Grant Industries is so industrious about: making American and Rebel helmets. Try offering them confederate money for the "Stars & Bars" model.

Growl hello to the bears at Grizzly Engineering. They've got all the neat, shiny Betor forks, control levers, wheels, brakes, all that good stuff.

Check the Journeyman Trailers. They are a great answer to bringing the indoors along outdoors.

Farther along, pay some attention to K.E.N. Products and see what they do, then say hello to AMA President Bill Bagnall at the Motorcycle Dealer News booth and that brings you to the American Motorcross Team display, where you should renew your membership and learn all about the team's plans for 1970 and '71.

Then you are there! American Hondasville, where the Daytona winning Dick Mann Honda dominates the display Check the new 100cc Penton-style Honda, too. It's a gasser.

Along the way, you'll have noticed the Yamaha double-engine streamliner of Don Vesco, an Allison engined motorcycle of 2,000 horsepower, 25 lovingly original antique bikes, a slew of sidehacks and, if all goes well, Norm Grabowski's new Corvair-engined 6-Pack with sidecar.

Back to the commercial exhibits, you'll drool over the Harley-Davidson, with Bronson's rig and the new XR featured, pick up a #1 sticker and make it on around to the Bultaco show. Linger awhile amid the bright Spanish scenes and then groove on over to the Triumph of Burbank and Pie Enterprises booth, with the "Sunset Tripper" chopper for sale on display. This brings you right up against the Hodaka display, with neat Tiger Distributing Hodaka accessories and soon around to the Suzuki booths, where Ron Grant's Championship Suzy looms over the scene.

Somewhere you'll have passed the Kawasaki display, with Rusty Bradley's Daytona Amateur winner (a $5,000 bike if ever you've seen one) and 93 (count 'em) custom bikes, mostly choppers. There'll be a Speedway bike exhibit by Great Bear Enterprises there too, and six prize winning drag bikes, including those of Jim Wismer, Joe Smith, Sonny Raslawski's and Boris Murray.

That is not all, by a long shot. There's still ZDS Motors with their Ducati and Guzzi wonders, Montesa Motors with pretty bikes and girls, as well as North American Imports (Mavrick shocks, Akront wheels, etc.) and BSA Western's new model display (do you suppose they'll have Hailwood's Daytona bike?)

By now your feet must be tired, so it's time to settle down at the Clyde Earl movie theater, where three new Bruce Brown cycle films (Baja, Corriganville & Desert) are the featured flicks. Don't miss the six new commercial films by Castrol and others, and the 10 minute movie filmed at Saddleback Park by Mr. Earl. The show is almost all new this year.

By now it's late, and there's just time to pick up an autographed copy of the new Joe Scalzo book on Gary Nixon at the Cycle World booth, and meet Gary if he's still there. But if you hurry, you can still take a spin around the new trials course on a real motorcycle, before you load your loot on your scooter and scoot for home.

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U S SPEEDWAY STARS SOUGHT

By Peter White
Photo by Geoff Davis

SYDNEY, AUST. – Several leading Californian speedway riders could be in line for a trip to Australia next October.

Speedway racing is currently experiencing a tremendous boom revival period Down Under, and promoters are sparing no expense in contracting the best available overseas talent to boost their fields.

One venue vitally interested in American riders is the Frank Oliveri controlled Liverpool City Raceway near Sydney, New South Wales. Liverpool is now famous, to coin a cliche, for its strong international line up during the main summer season from October through March.

And Oliveri means to retain the reputation in 1970-71. The bulk of his imports will come, naturally, from Britain and the Continent, but it is hoped to add color to the Friday night shows by adding one or two top Americans.

Oliveri's track manager, Mike Raymond, revealed this week that he is proceeding overseas early in June for the specific purpose of signing up talent for the forthcoming season.

After scouring England, Raymond will travel across to America...destination: Costa Mesa and any other dirt tracks which may be running.

All riders will come under his scrutiny, especially the Bast boys, Sonny Nutter, Larry Heinselman and, of course, DeWayne Keeter who is now a confirmed favorite with Austalasian speed fans.

Anyone showing up particularly well could be signed up on the spot, for there is no doubt about it, Oliveri and Raymond do not beat about the bush if they spot a possible attraction.

Said Raymond: "With American suddenly emerging into international speedway this could prove a unique opportunity for riders to pick up valuable experience. Already DeWayne Keeter and Japanes rider Jimmy Ogisu have gained contracts to race in England after first displaying their wares in Australia."

Certainly it would be the trip of a lifetime for any rider who impresses Raymond.

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Eventual winner Mert Lawwill gets a face full of spray behind teammate Mark Brelsford as Mert rides the outside groove beside Mark Sonny (69) Burres and Jim (77) Odom.

MERT WINS BOISE OPENER

By J. K. Lacey
Photos by N. A. Williams

BOISE, IDA., April 12, 1970 – National Number One, Harley mounted Mert Lawwill, thrilled his home-town crowd once again Sunday by copping the $50 fast time award, his heat race, and the thrill-a-minute Expert Main event.

Starter Monte See was giving no breaks throughout the afternoon, and the Expert Main began with Dusty Coppage (Yam), Mark Brelsford (H-D), Dave Hansen (Tri), and Glen Adams (Nor) all in the rear for creeping. Portland's T.L. Hoglan (Nor) led to the first corner where Dick Mann (BSA), fresh from his motocross win the day before, grabbed the lead. Thad Lawrence (Tri) slipped into second with Hogland third and Lawwill fourth.

Lap ten saw the Expert Trophy Dash winner Brelsford get by Hoglan who was now running fourth thanks to Lawwill. Dave Hansen got off near the half-mile corner but was up and running again, with Lawwill taking second away from Lawrence one lap later.

At exactly the half-way point Lawwill got under Mann for the lead, with Lawrence in third, Brelsford fourth, Hoglan fifth, Sonny Burres (Tri) sixth, and Coppage, Adams, Williams, Van Leeuwen, Holton, and Hansen rounding out the pack. Coppage waited a lao or two then nailed Burres on the front straight, while up front the two leaders toured effortlessly, seemingly in a world of their own. And that's the way it ended: Lawwill first, Mann second and Lawrence third.

Surprising Dusty Coppage and his new 650 Over-head cam Yamaha, grabbed off fourth by the end of thirty laps, turning in perhaps his best ride yet in the Northwest.

Another exceptional ride was the one by first year Expert Lawrence, aboard the Gary Davis Triumph. Lawrence calls Boise his home, although he doesn't live here. He won the Amateur event here one year ago and today held off Lawwill for some thirteen laps.

So, the 16th running of Boise Spring TT Opener ended a carbon-copy of last year's event, with Lawwill again winning, putting aside forever the old fable that no one wins here twice in a row.

The Amateur 20-lap clash looked like it could turn out to be a toss-up, with the win going to any one of six riders. With the drop of the flag, last year's heavyweight scrambles champion and the pride and joy of California's district 37, Terry Dorsch (Tri), snatched the lead and proceeded to move.

Portland's Ed Herrmann (Tri) was in second, until passed by Chuck Joyner halfway through the first lap. Joyner then set sail after the fleeing Dorsch. Lap after lap these two charged, Joyner trying high and low to pass, even banging into the leader at times. Through the pack came Rick Cook (Tri) displacing Hermann and moving into third. Last year's Novice winner, Bill Uhl (Tri) was fifth.

With half the race run, the pressure really began to tell on Dorsch, and Joyner gave notice of things to come, passing on the outside to take a lead he never relinquished. Dorsch began to tire now, and both Cook and Herrmann both got by.

After being the Nation's top TT Novice last year, Joyner now has his first big win as an Amateur. Second was Denver's Ricky Cook, Herrmann third, Dorsch fourth, and the local home-town boy, Uhl, fifth.

One false start saw four of the Novice riders sent to the back row but once underway this didn't seem to matter. National Sportsman Scrambles Champion, Paul Johnson (Bul) held the lead briefly but Doug Scott soon took over. This was the way it was for the entire distance of the Novice Main with Scott (Bul) taking the win, Johnson second, Randy Scott (Bul) third, and Vancouver's Gary Kapus (Kaw), fourth. Best ride of the Novices was Kapus', coming from the back row start to a fourth.

Sunday's TT's capped off a weekend of racing that started with professional and sportsman motocross on Saturday.

Dick Mann powered his Ossa into the winner's circle in the Class "C" professional motocross. Mann won a trio, lapping nearly half the riders by the end of each event. The 1-1/4-1-1/2 mile course took nearly five minutes to complete on the first lap of the initial moto. But by the end of the day, leaders were whipping around in something close to the three minute mark.

Gary Scott, top man in Sunday's Novice TT event and two consecutive week TT winner at Ascot, managed an overall win in the 250cc Expert motocross.

Over 5000 spectators and 156 riders, including twelve National numbers, attended the two day event.

Dick Mann brought his National number 2 to the pro motocross and picked up a win. Here he charges after a water borne CZ rider.

Riders Tackle New Land In CERA Run

Story by Ron Schneiders
Photos by Ron and Ellen Schneiders

INDIO, CAL. April 19, 1970 – The California Enduro Rider's Association staged the second of a series of four proposed enduros this Sunday about twenty miles east of Indio, California. About 490 riders and their families showed up to find that the first test of the enduro was getting the vehicle into the campsite. The narrow, one-lane dirt road in featured deep sand and hills, a combination that persuaded many of those with trailers to camp near the highway outside. A large camper that made the attempt stopped all progress Saturday until twenty-odd riders pushed it through a sand wash. The campsite itself was a large, dusty, flat, barren spot, somewhat reminiscent of recent moonscape photos.

The enduro was to consist of three loops, 52.8 miles, 51.0 miles, and 10.5 miles long, respectively. But the third short loop had to be cancelled when a thoughtless jeep club tore down all the markers on one section of the loop.

The first loop started off in a cloud of dust up a narrow trail out of the valley. The riders headed generally east towards Sorocco Summit and then south toward Salton Sea. On this loop there were no real challenges to either man or machine, but schedules were oftn fast enough to provide a racing-type challenge. It was a nice but unspectacular ride and lived up to the C.E.R.A. promise for its second graded enduro – slightly tougher than the first.

The second loop started in a generally westerly direction and, at 6.5 miles, provided one of the highlights of the day: a trip through a house, complete with steps up to the front door! Naturally, after traversing a living room and two bedrooms at 24 miles per hour, there was a check.

From that point on it was rocks, all sizes and varieties, over every foot of the path. There were tight rocky sandwashes, rocky uphills, rocky downhills, and rocky ridgetrails. Although at no point was there anything particularly difficult, the machine punishment was tremendous. A common cause of failure was "busted crankcase." Due to a number of bottlenecks, few riders were able to keep schedule on the second loop. The most typical comment on the loop was, "This just isn't any fun."

Since the third loop had to be cancelled, the run was declared finished at the end of the second loop. There were 220 finishers. On the plus side, the run was very well marked and the distances were measured extremely accurately. My speedometer was only .2 miles off at the end of the run with no adjustments!

On the minus side, there were:

1. No outhouses. In a spot where it is planned to camp fifteen hundred people for a weekend, this is – or should be – a crime. Certainly it will contribute to the charges of misuse of public land which are threatening to close the desert to us.

2. No emergency services. Fortunately no one, reportedly, was hurt in any of the more remote areas of the course. If anyone had been, we would probably be reporting a disaster.

3. No lunch wagons or catering trucks.

With a gross "take" in excess of $2500 and virtually no visible outlay (even the course markings were donated by Torco Oil), riders have the right to expect these items to be taken care of. Two weeks ago the Shamrocks were able to provide all these services and still donate some $700 to charity with almost identical circumstances. it would seem that the organization which has as its expressed purpose the promotion of enduro riding in Southern California could hardly afford to do less.

The C.E.R.A. is a new organization. Its working membership is obviously dedicated, enthusiastic, and very hard working. Its leader, Ed Wight, looked to be on the verge of collapse after the run, and his wife was not far behind. They succeeded in putting on a run in new territory and avoided many of the pitfalls of new organizations such as inadequate trail marking and poor timing. With just a little attention to the more prosaic details such as outhouses and care of the wounded – and possibly a little more imagination – Enduro III could well be one of the highlights of the fall season.

Riders wait out the clock at Sunday's C.E.R.A. Enduro, east of Indio, Calif. The event was advertised as in "all new territory", and that it was. So new, in fact, that there were no emergency units or portable restrooms. Never-the-less, parts of the course were beautiful and very enjoyable to ride.

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THESE ARE THE WORDS FROM VIEWFINDER GRAND PRIX WINNER AL BAKER ON APRIL 12TH.

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CYCLE NEWS NORTH

Mud Takes Toll At National Enduro

A Husky rider tackles some of the slick stuff at the Polka Dots M.C. 49'er, National Championship Enduro. Over 750 started the event, with only about 100 finishing.

FOREST HILL, CALIF. April 19, 1970 – The Polka Dots put on the annual National Championship 49'er Enduro, a 100 mile affair, this weekend in the Sierra Nevadas at Forest Hill.

750 riders started the tiring enduro, but by late afternoon, right before the Sweepers came through, only 100 men had finished the 99.8 mile course.

There were 25 entries sent out of state but an undetermined number of these people showed. Between 300 and 400 spectators crowded the start-finish waiting to see how their friends and relatives had fared over the course.

First bike pulled off the starting line at 8:00 a.m. and finished at 12:38, if they were on time. Most weren't. The first section before check 1, which if you rode on time, took 31 minutes. It was the muddiest with lots of up and downs, a few fast straight, (but bumpy!), and some real dillies of right handers.

A quarter mile from the start was a mudhole, right hander. Some riders were afraid of getting wet, and took to the left bank which brought them to a slippery log. Most riders just kept the gas on and tried to maneuver over it, even though it wasn't at a right angle.

By 3:30 it started to get cold. Most riders were back and telling tales of mud and downs and rocks and hills that made your hair stand on end.

Everyone finishing came in mud crusted and barely recognizable. One Husky rider came bombing into the finish undistrubed that he had no rear tire and was riding on the rim. Many other enduro riders had to take off their front fender to keep the front tire from jamming under the mud in the fender.

Look for results in a couple of week.

Pope Trials To Olliges

ST. HELENA, CALIF. April 19, 1970 – Napa's Valley Climbers M.C. presented its Second Annual Pope Valley Trial hosting 61 Bay Area riders in four classes.

Low score of the day and the Expert class winner was Paul Olliges of Redwood City, with 33 marks, followed by Lee Cohee with 51 marks and second in Expert class. Third low score and Amateur class winner was James Higgens with 52 marks. Novice A winner was Danny Timmons; Novice B winner was Gary Horstkata; and Junior winner was Don Murphy, age 14.

Cold Night Greets Fans At Chowchilla

CHOWCHILLA, CALIF. April 28, 19, 1970 – Bruce Anderson put on a spectacular show for the few souls who braved the extremely late hours and biting cold at the Chowchilla Fairgrounds, for the Madera Braves M.C. opener.

Anderson is still recovering from an accident last summer but is looking better and better with each appearance. He hopes to return to class 'C' this summer.

Anderson's competition came from Norm Seidel. The heat was quite close between the two, with both sending up gigantic rooster tails going down the front straightaway.

It appeared that the Main would be the same, but as the two were sliding through turn one, Seidel's front wheel banged Anderson's rear and Bruce went sailing out. He kept on the gas though, and Seidel was forced to slow. He maintained fourth, as Bruce went on to the victory.

George Graham made his move on the last lap of the 350 Novice Main, and dove to the inside of the first turn, to lead the troops to the checkered.

Lee Seidel was in complete control of the 500 Amateur go and won easily.

The 250 Expert Main was a thriller, as three riders were all in contention for the victory right until the end. George Holland barely nipped Joe Brown, as they went up the straightaway side by side.

Scott Brelsford won another 250 Amateur Main and it looked easy for this up and coming young man.

Don Forbes survived the onslaught of some 40, 250cc Novices, to take home the big brass.

Ivan Shigemasa has stepped down from a 200 Bultaco to a 175cc machine of the same make. He also stepped up to the winner's circle.

(Results on page 27)

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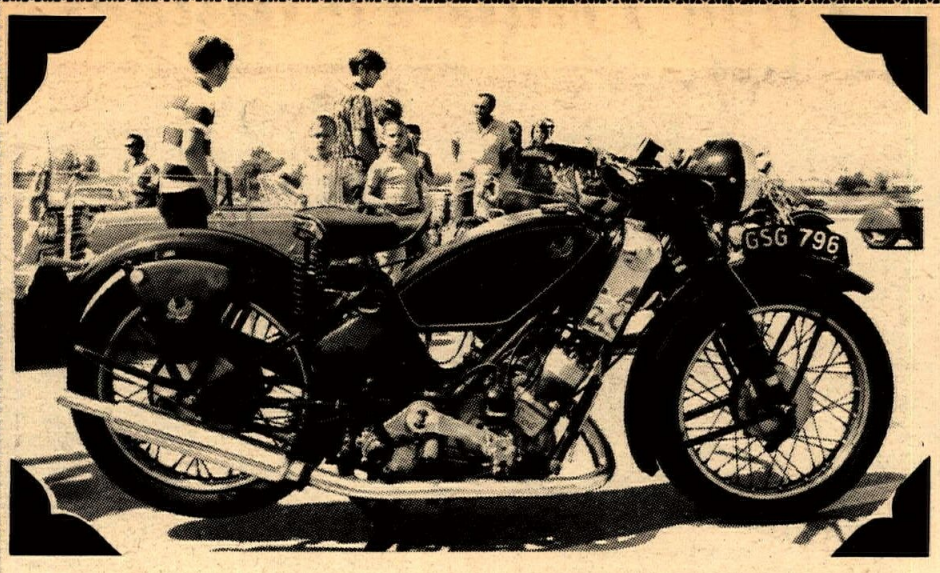

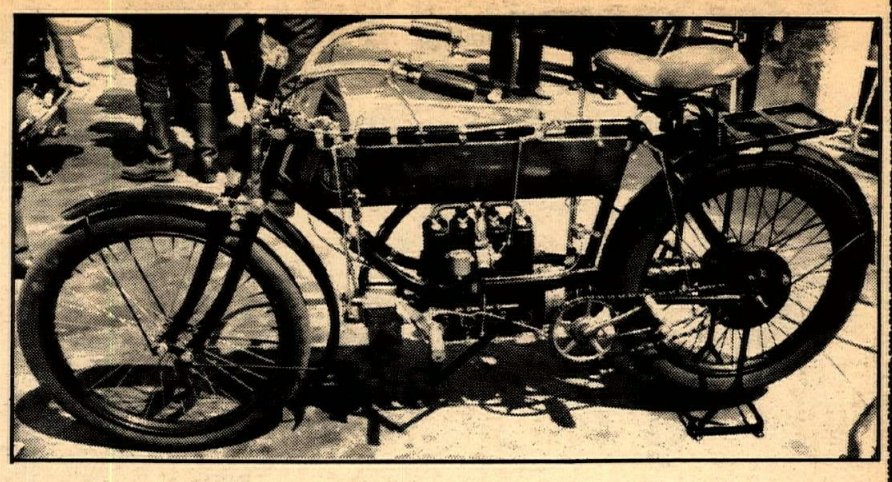

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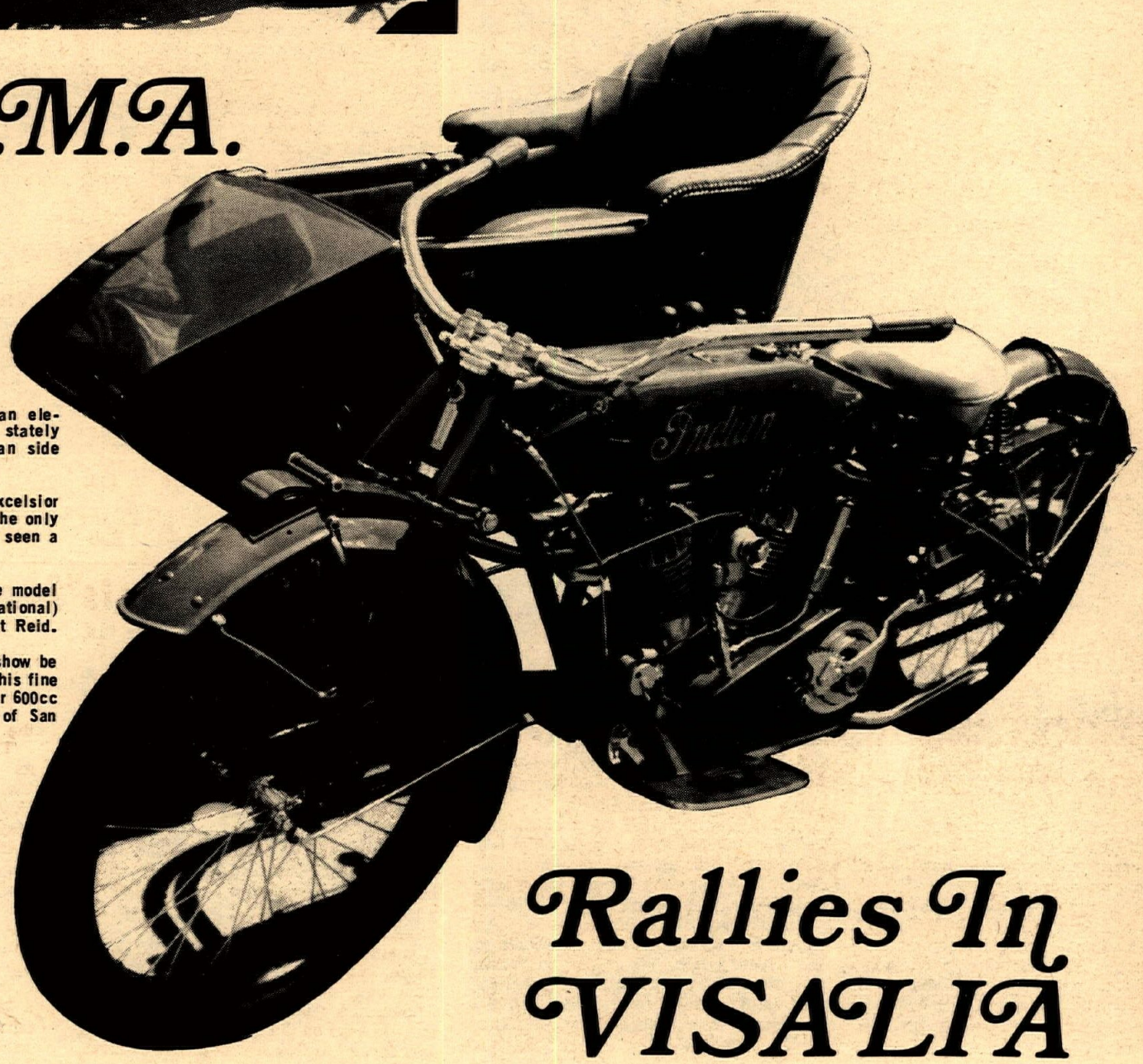


CENTER: The epitome of Edwardian elegance. How would it be to make a stately cruise in Urban Hirsch's 1917 Indian side car outfit.

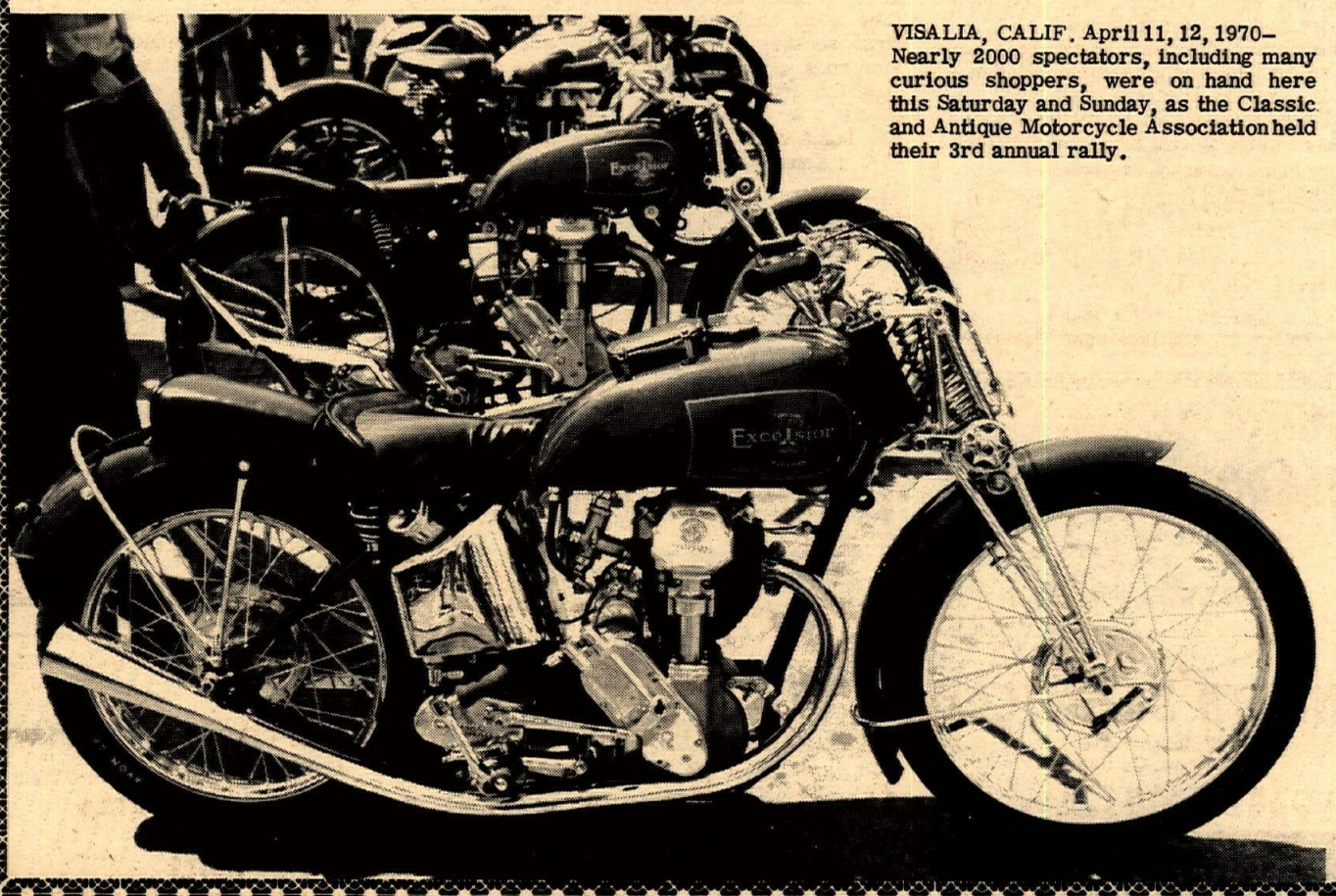
BELOW: This is Frank Conley's Excelsior Manxman 350cc. Made in 1937, it is the only one in this country. Have you ever seen a more virile machine?

TOP RIGHT: This 500cc shaft drive model is a 1910 Belgian F.N. (Fabrique National) that was brought to Visalia by Robert Reid.

TOP LEFT: How could a classic's show be complete without a Flying Squirrel? This fine 1948 example of the 2 cycle, 2 cylinder 600cc machine belongs to Mike Madigan of San Diego, Cal.

Rallies In VISALIA

By Warren & Linda Lev



VISALIA, CALIF. April 11, 12, 1970– Nearly 2000 spectators, including many curious shoppers, were on hand here this Saturday and Sunday, as the Classic and Antique Motorcycle Association held their 3rd annual rally.

The first day of the rally included a concours d'elegance, followed by an 8:00 p.m. dinner for awards, introductions, and slides of the 1969 Isle of Man Vintage Motorcycle Rally. Sunday was a poker run of 70 miles through the Sierra foothills, with a 15 mile run for the older machines.

For the spectator, there was quite a variety of machines to daydream over: Eddie Arnold's rare 1939 Velocette KTT Mk VIII Grand Prix roadracer; to Jack Kirk's 1932 Crocker 500cc Speedway bike; to Urban Hirsch's 1917 Indian Sidecar rig. Austin Munger brought a rare 1937 Brough Superior, Robert Reid had a 1910 F.N. Fabrique National from Belgium, and Sam Pierce had a 1969 Indian, that stood as testimony that a classic never ages.

This event was the largest gathering of Classic and Antique motorcycles ever held.

CAMA has been in existence for three years and is headed by Frank Conley. The organization is located at 808 So. Church St., Visalia, 93277, and membership is $3.00 per year, which includes a subscription to their semi-annual bulletin. Those people interested in rare and classic motorcycles are invited to join.

Kelly, Foster, Chase Grossi In CZ Points Race

Some of the action at CMC North, CZ series, motocross. With one more event still to be run, top honors are still up for grabs.

By Dave Loop
Photos by Bob Kraft

LIVERMORE, CALIF. April 19 – CMC North motocross came to Carnegie Cycle Park this Sunday, and this CZ series race left the final series outcome still undecided.

Bob Grossi showed up with 250 and 400cc Husqvarnas and swept both of the big Senior classes.

500 Junior Bruce Kelly showed more of the style that will make him a Senior very soon, by winning all three of his motos, and 125 Junior Steve Foster says he would really like to have the bike.

Grossi was the fastest man on the short, grassy course, laid out near the entrance of Carnegie Park. As Bob rode in two different classes, he found two packs of determined riders out to catch him.

In the 500 class, Brad Lackey (CZ) and Ron Stockman (CZ) were right up front and pressing, while in 250 Senior Bob Bowers (Mon) and Phil Jacobsen (CZ) were the two riders who gave Grossi the most competition.

500 Junior was dominated by one of CMC North's most consistent riders, Bruce Kelly. Bruce had won 10 of his last 12 races outright, and he kept on going today, holding off hard charges by Ron Rims (CZ) and Hay DeBeaubier (BSA).

Perhaps the most thrilling action of the afternoon came during the 125cc races. It was a long and hard battle between Jim Hunter (Am-Ea.) and Roy Muscatell (Am-Ea.). Both of these fellows had their hands full trying to hold back Steve Foster (Bul). Foster led the first lap of the second moto, but crashed off the back of his Bultaco on a grassy climb. Steve remounted to regain the lead and finally win the moto. Jim Dieu (Sachs) won the 2nd division of 125 Jrs.

The next CMC CZ series will determine the final winner. This race will be held at Plymouth Raceway on April 26.

(Results on page 27)

BUCO ANNOUNCES THE NEW "CONTOURED 70" HELMET

The low-profile shell and sculptured contour edge plus the added feature of light weight Custom Comfort has placed the Buco International as a top choice in helmet protection. Meeting the highest standards of helmet protection, the International quality if further evidenced by the rich interior lining with full padding and contoured ear cups. Stay-on security is provided by a sure-lock "D" ring and shell anchored chin strap.

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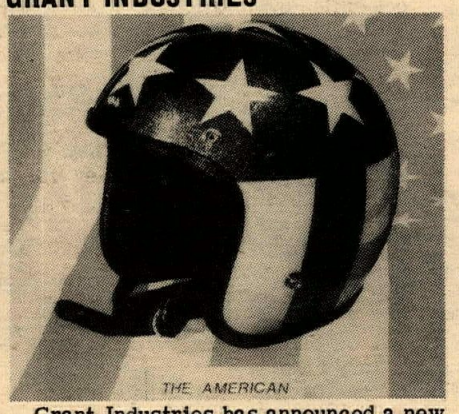

Grant Industries has announced a new helmet, made of tough thermoplastics used by the astronauts in our space program.

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Completely American made, it meets or exceeds Z90.1 USASI and AMA standards.

VALLEJO SPEEDWAY OPENS

VALLEJO, CALIF. – Mark Brelsford of San Bruno, Ralph Waldman of Fairfield, and Terry Sage of Stockton headline a crack field of 75-riders in J.C. Agajanian's 21-event AMA Short-Track Motorcycle racing program this Friday night (April 24th) at the Vallejo Speedway, at 8:30 p.m.

The intial professional motorcycle racing program on the 1/4 mile clay oval in three years, will put the top riders from Northern California against riders from Oregon, Washington, Nevada and Southern California in a no-holds barred card. Novice, Amateur, and Expert class riders will battle in Open Competition racing.

The red-hot Brelsford recently won the Indoor racing crown at the Cow Palace, and was the eighth ranked national rider in the nation last season. He rides his trusty Harley-Davidison.

Waldman the top Amateur Indoor rider in the nation last season, makes his indoor debut against the Experts. Sage was the fifth ranked outdoor short-tracker in the nation last year.

Other top riders include, Chel De Cecco of Saratoga; Russ Powell of San Rafael; Ronnie Wisler of San Jose; Butch Corder of Pacifica; Dave Hansen of Hayward; Tod Sloan of Fresno; Allen Kenyon of Cupertino; Bill Morgan of San Leandro; Jerry Baugh and Milan Vickers of Sacramento; Jeff Hammond and Ray Trujillo of Richmond; Jim Foley of Lafayette.

McLEAN NAMED OUTSTANDING NORTON DEALER

Alex McLean, the owner of Motorcycle Unlimited in Corte Madera, Calif., has been named the top Norton dealer for the seven western states for 1969. During 1969 Alex sold 54 Nortons, which is quite an accomplishment since he has only had the Norton franchise for two years. He first opened in Corte Madera four years ago.

Since he was 16 years old in Scotland, Alex has had a firm belief in Nortons – in their excellent handling and supreme reliability. He and his four brothers each owned morotcycles which consequently led them to having a 5-man shop for their bikes. One of his brothers, who is still living in Scotland, took 3rd place in the Isle of Man one year.

Dunlap Cycle Park Hosts Trials Meet

By Barbara Taylor

FRESNO, CALIF. April 19, 1970 – English Trials once again took over the action at Dunlap Cycle Park, Sunday, as riders from both the north and south arrived at the cycle park Friday, Saturday and Sunday for what turned out to be an excellent meeting.

There were eight sections in which all riders competed and the finals was four sections designed for the Amateurs and Experts. The traps included everything from dusty clay to rocky and sandy to some good mud sections. Section eight was a particularly rough trap for all riders. The section was short but very wet and muddy, with a log to cross just as the riders crested the uphill out of the mud. The only two riders of the day to clear this section were Bob Grove and Richard Hood, with only four other riders acquiring one point ride on the section.

Novice riders were divided into "Trials Bike" and "Non Trials Bike" classes. Dwain Shockley (Bultaco) acquired ten points for the Trials Bike class win and John Burres (Yamaha) with twenty-six points took top honors in the Non Trials Bike class.

In the Amateur class Richard Bledsoe (Bultaco) picked up forty-six points for first and Tim Hickox, on his highly modified Ossa, took second place after getting fifty two points.

Bob Grove (Bultaco), President of the Southern California Trials Association, and Richard Hood (Ossa) of the Pacific International Trials Society ran neck and neck all day. Bob Grove showed one less point (34) than Richard when the final tabulations were in.

Many of the riders felt as though some of the sections were too easy even though points were acquired by all. Regardless, Section eight made up for it. The trials were run smoothly under the guidance of Rod Wapinnik who designed all the sections with the exception of a couple of the Expert sections. All in all everyone had a great day of it and those who arrived Saturday had a great weekend.

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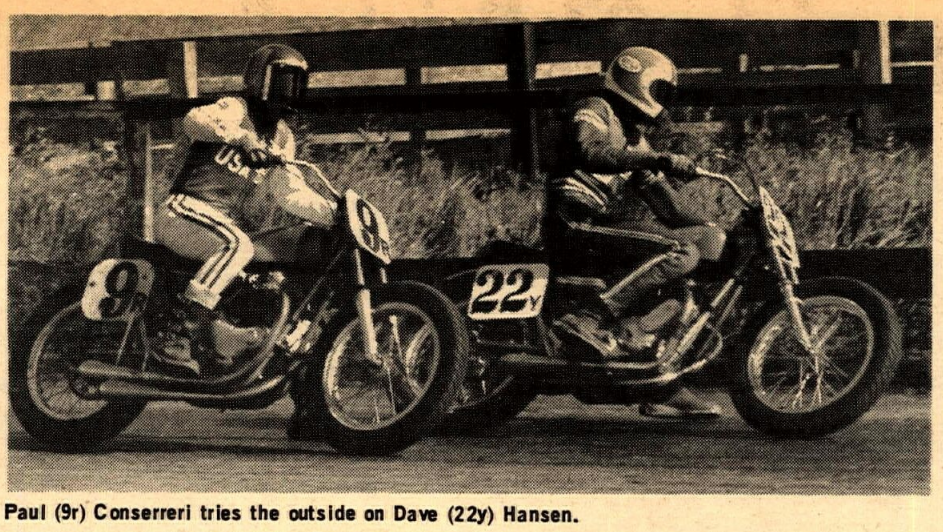

Paul (9r) Conserreri tries the outside on Dave (22y) Hansen.

Burres Best At San Jose

By Bill Spencer

SAN JOSE, April 19, 1970– Sonny Burres tripped down from the rainy Oregon to grab the San Jose one-half mile opener, over a star studded field.

Burres led off the 15 lap affair, but only through the first turn, where Lloyd Houchins got by on the outside. Dave Hansen, also moved on by to put Burres in third.

Houchins held for five laps and was closely followed by Hansen until lap four, when Hansen got in too close, and exited on the last turn. When he backed off, Burres and Cliff Aksland got by. Houchins started to move away, but on lap 6, he bailed in the first turn.

Burres was never headed from that point, although Ed Mulder moved up into second and was closing until the last two laps. He held onto second while Tom Rockwood moved into third.

Always elequent Neal Keen, moved into the fourth spot on lap 8 but then bailed off the track and called it a day.

Burres had won his heat as had Houchins, so they were evenly matched. Houchins was only slightly faster by backing into the turns and coming out fast.

Kris Bakke, jetted into the lead on the first lap of the Amateur Main and was never headed. Although the second place changed many times. Al Kenyon was second off the line but couldn't hold that spot, as Tod Sloane, and Harry Dring, both spent time in that number two spot. Sloane was the one that finally finished there, although Dring's Yamaha certainly tried to hold on. Wheeler Gresham, took the fourth spot after finishing first in his heat. Sloane won his heat, with Bill Morgan close in on his new 750 Harley, sponsored by Bob Self of Oakland. Bill suffered a shoulder injury in the Main.

The Novice affair was certainly different as there were ten qualifying heats, with the first two going to one of two heat races.

Rob Hill won the first and Jim Halford copped the second.

It was a different story in the Main, though, as Milen Vickers took home the checkered on his Bultaco.

Les Costanza, led the eight lapper off, with Halford close in.

An estimated 4,500 watched the Bob Barkhimer & Associates opener under clear cool skies and a deeply grooved track.

(Results on page 27)

50-LAP PACIFIC COAST CHAMPIONSHIP T.T. RACES

SACRAMENTO, CALIF. – A star studded field of more than 100 riders, headed by Grand National riding champion Mert Lawwill of San Francisco, and Skip Van Leeuwen of Hollywood, will compete in J.C. Agajanian's 50-lap AMA Pacific Coast Championship T.T. Motorcycle races this Sunday afternoon (April 26th) at the Old State Fairgrounds in Sacramento.

When racing starts at 2:30 p.m. it will mark the debut of T.T. racing on a newly constructed mile and a half steeplechase course. The new circuit features both left and right hand bends, plus two 12 foot high steeplechase jumps. The front straightaway and both turns of the famed one-mile oval track are also used.

The large field will compete in a full 14-event program, topped by the 50-lap feature race. The fastest 33 Expert class riders of the day will start the 75-mile grind. Other racing will be open to Novice, and Amateur riders. They will be after $4,000 in prize money for the inaugural event.

Lawwill comes to Sacramento fresh from winning the AMA Short-Track national at Houston, Texas, and the Pacific Northwest Championship T.T. races at Boise, Idaho two weeks ago. He'll ride one of the new Harley-Davison 750cc factory racers.

Van Leeuwen will head a strong field of Triumph riders. The four-time national T.T. champion won the 100-lap T.T. Grand Prix at Ascot Park earlier this season.

Other top rated riders include Mark Brelsford of San Bruno; Eddie Mulder of Burbank; Dusty Coppage of Chatsworth; Oregon's Sonny Burres and Mark Williams; Keith Mashburn, of Santa Susana; Tod Sloan of Fresno; Terry Sage of Stockton; Ralph Waldman of Fairfield; and Paul Bostrom of Pacifica.

Gates will open at 9 a.m. when 10,000 seats go on sale. Box seats are $5.00, reserved covered grandstand seats are $4.00. General admission seats are $3.50 for adults and $1.00 for children 8-12 years of age.

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Evergreen Speedway Motocross

By Bob Laird

EVERETT, WASH. April 12, 1970 – The Everett Motorcycle Club presented a motocross at the Monroe race track, inside the perimeter of the race track. The course was well-marked with twins and ribbons. The course had two small jumps, about 16" high, and a large jump over an eight foot wide creek.

The riders had almost fifty feet of dry ground at the approach to the jump, and there was also a small bridge for those who weren't so adventurous. Spectators with cameras were really taking advantage of this jump for action shots.

The course was a true motocross with plenty of turns, mud and water. During the main moto, a heavy rain started, and there was some question of the course getting too muddy, but the riders wanted to contine, so the races went on.

There were 117 riders at the event, and no complaints were heard from any of them. A few riders came after the qualifying heats were run, and were too late to sign up.

Don Rhodes showed his usual riding style to pick up the first place trophy in the 125 class. Second was Ross Royaldson, third, Dan Nelson, Butch Otis, Todd Ringle and W. Thompson.

In the 250 class, Dan Brecht, with a muddy smile, won the first place trophy, followed by Bob Cooper, Chuck Stormo, Buck Murphy, Dan Odenborg, and J. Norton.

Chuck Maier rode to the top honors in the Open class, followed by Dave Hashonon, Bob Budschat, Monty Darling and Bill Vermelye.

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Russ Sanford, President of MORE, the California motorcyclists' lobbying association, has rigged the back of his panel truck with a mobile public address system, complete with a 20-foot flagpole. It was used for the first time in March for Polka Dots M.C. motocross at the Cal Expo fairgrounds in Sacramento. Northern Calif. clubs that would like to have Russ' equipment on hand, free, may contact him at (916) 363-0265.

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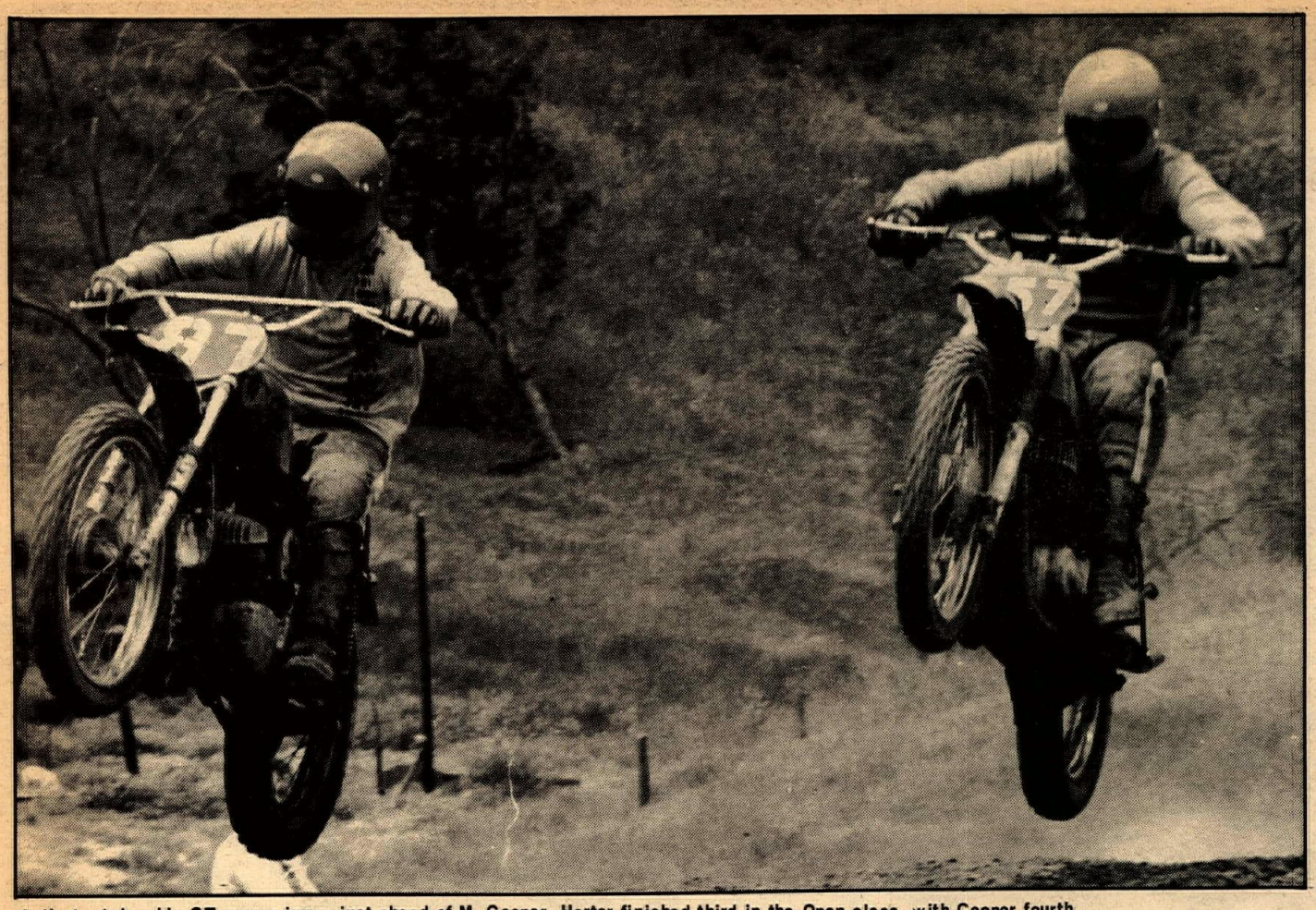

J. Harter takes his CZ over a jump, just ahead of M. Cooper. Harter finished third in the Open class, with Cooper fourth.

Larry Shoemaker, left, seems to have a slight lead over Dave Rodgers in the 125cc Am-Ex. class at Bay Mare Sunday. However, Rodgers went on to take an overall win in the class, with Shoemaker second.

GOOD GUY

By Ron Szilagyi

MOORPARK, CALIF. April 19, 1970 – After Sunday's motocross at Bay Mare, Gunnar Lindstrom (Husky) is hereby nominated for Sportsman of the Year.

In the 250cc Expert, second moto, John DeSoto (CZ), was the lead, when he suddenly crossed up on a down hill, hitting a stake, and crashing. Lindstrom, who had gotten a bad start and had been trying to pass for several laps – slowed down to nearly a complete stop – (allowing some riders to pass) and watched to see if DeSoto was all right. He was, and was soon up again and racing.

Gunnar went on to win the moto, with DeSoto second.

In the first moto, John held Gunnar at bike length lap after lap, until the Swedish pro found the slot, taking over the lead, and eventually the win.

In the final moto the shaken and tired DeSoto steadily lost ground, taking a second nearly 30 seconds behind Lindstrom, who was the overall winner.

But John came back in the 500 Senior class, winning all three motos. John Rice (Maico) – the graying-but-not-so-old veteran of the TT track – was second overall. In the second moto, Rice was run off the course, when newly made Amateur Larry Watkins (Maico) and he had a collision. Rice came back in the final round to run second behind DeSoto.

The 125cc Juniors are turning out, and what a show. The top three in Div. I were D. York (Sachs), first; Ted Norwak (Yam) second, and Sanders (Yam) third. Norwak and Sanders were wheel to wheel nearly every race.

Division II found brother B. Nowak (Yam) doing battle with J. Erwin (Sach). L. Conklin (Am. Eagle) was given the win, however, with Erwin second and J. Betts third.

In the 125cc Am-Ex. go, Amateur Dave Rogers (Bul) was swapping hubs with Larry Shoemaker (Yam) in all but the last moto, when J. Dawson (Yam) beat Larry out. Dave won all three motos and the overall win, with Larry Shoemaker taking second.

In the first of two 250cc Junior Divisions, M. Tillman (Bul), with two firsts, carried off top honors.

Division II went to A. Wurtzel, who carried off the last two motos going away. Luck is often a factor in motocross – and it certainly applied in the 500 Junior division. J. Harter (CZ) led the field for several laps, but was zapped by Craig Cove (CZ), who in turn battled Mike Casper (Maico), who in turn crashed. R. Hershey (Maico) cooled it but stayed in there, taking advantage of crashes and simply finding a hole. He ended up with second place, behind Craig Cove.

Sidehacks were on hand, also, Sunday. Ralph Whitney (BSA) powered his partner T. Cook into the winner's cirle, easily winning the first moto. Dan Rowlan and partner P. Kotas (Tri) got a jump on the BSA team, but lost it on an up hill pull. In the third moto Whitney and Cook were third and battled their way to the front and the win.

(Results on page 27)

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GUNNAR WINS AT BAYMARE

Good Guy Gunnar Lindstrom makes it look easy and effortless at Bay Mare, Sunday. The Swedish Husqvarna rider took an overall first in the 250cc class.

Robert-Suzuki Wins Spanish Grand Prix

BARCELONA, SPAIN April 12, 1970 – Joel Robert rode his factory Suzuki into the winner's circle Sunday, winning the Spanish Grand Prix, and taking the 250cc lead in the world championship motocross series.

Suzuki teammate, Sylvain Gebers, was second, as the Japanese factory riders brought an end to the total dominance of the sport by European manufacturers.

The factory's other rider, Sweden's Olle Pettersson, managed a creditable seventh place.

Torsten Hallman (Hus), the 30 year old four time world champion, led for most of the 45 minute race, and remarked afterwards: "The Suzukis were really good. Joel gained ten yards on me every time we went up the main hill, and it's just impossible to pull back ground like that."

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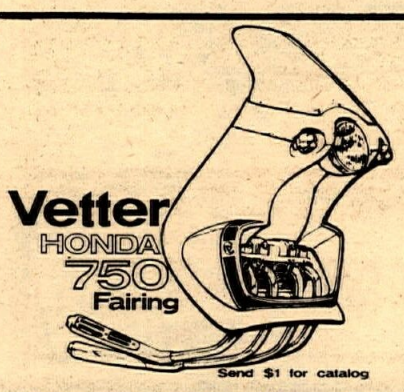

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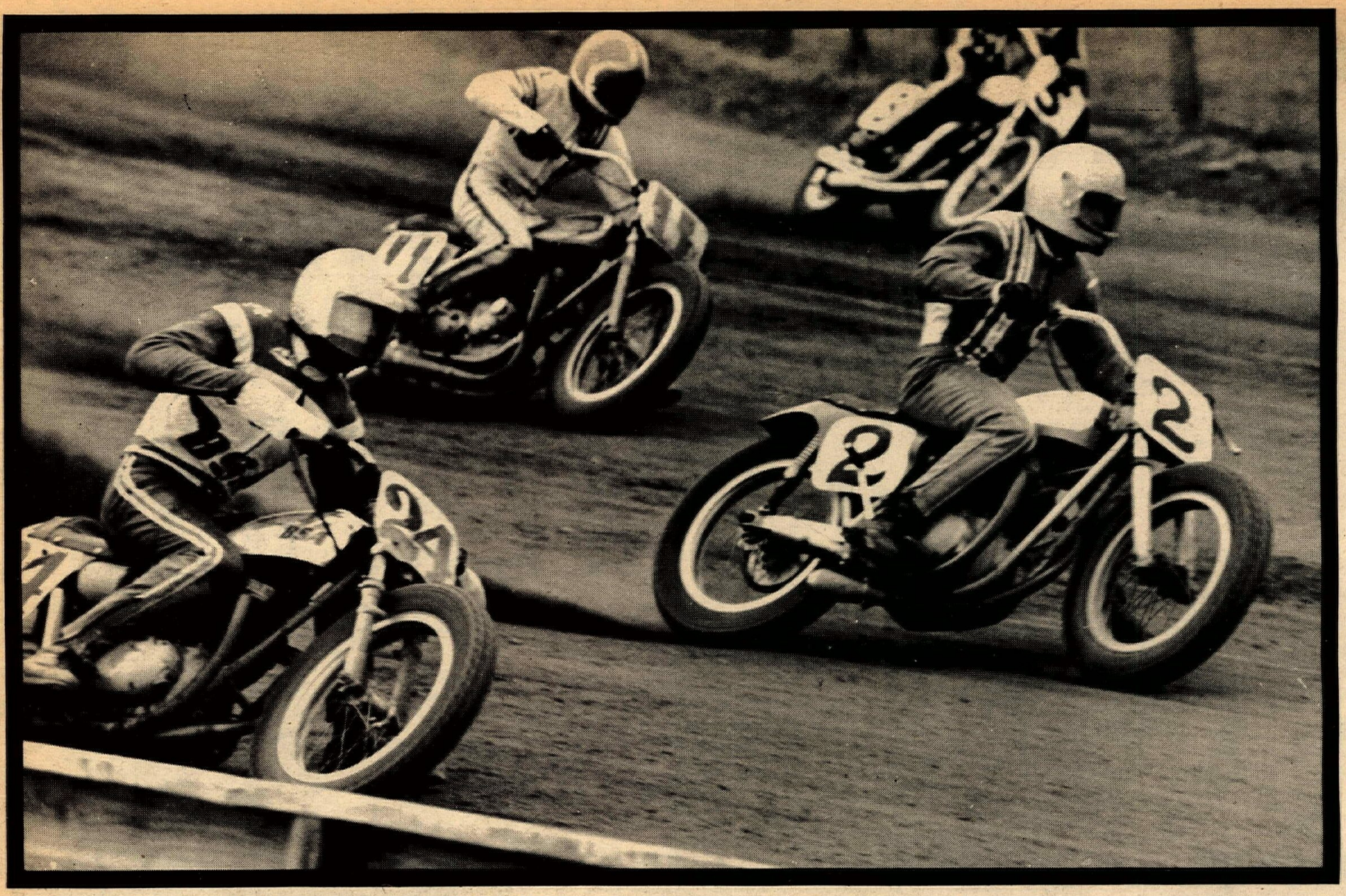


Rice (24) makes a bid on the outside. Don (11y) Castro held second for awhile.

AMATEUR GLORY GOES TO DOUG SE

Jim Rice collects the victor's laurels.

Canadian Doug Sehl raced with Gary Fisher for the Amat

RICE WINS
ND AT ATLANTA

By Terry Pratt
Photos by Don Woods, Bob Lenk and John Wyckoff

ATLANTA, GA. April 19, 1970 – BSA team rider Jim Rice won his second National Championship event of the young season and vaulted from 15th to 7th in National points as he out raced Dick Mann across the line to win the first National held in Atlanta since 1948.

The 5/8 mile Holiday downs track suffered from roughness and the holes in the surface contributed to many spectacular crashes, none of which caused any serious injuries.

Dick Mann got the jump on the flag and his BSA led the first seven laps. Don Castro was right there and held on to second for five laps before Rice, who had gotten off the grid in third, came up and passed him.

Norton rider Jack Warren started in seventh place but by lap seven he had moved up into fourth place behind Castro. On lap eight Warren out pressured Castro and Rice made good in his bid to get by Mann.

So now it was Rice, Mann and Warren but the race was far from over and Bugs Mann was not liking the beating he was taking from the rocks thrown by Rice's rear tire. The pair raced through the full distance but in the closing laps Bugs put on a drive that brought him closer and closer to Rice.

Two laps from the flag Mann actually got around Rice but Jim was able to pull back the lead in the drive out of the same corner. Now they were wheel to wheel in the turns with Rice looking smooth and steady while Bugs was like a man possessed, sliding hard and wide throwing a wild rooster tail of gravel. Charging out of the last corner before the checkers Mann put on one last full twist try to catch the fleeing Rice but hit a rough hole and came very close to getting off. To the cheers of the almost 10,000 in attendance Jim Rice crossed the line a winner by a scant 15 yards.

Jack Warren held on to his third place and shook up a lot of people by powering his Norton out of the turns with his foot on the handlebars. Jack says it's a habit he picked up in his ice racing days and just can't quit doing it. It didn't seem to harm his performance and he finished just ahead of Jim Maness who qualified his Harley-Davidson XR 750 in the fastest slot of the day just three hundredths of a second ahead of Dave Aldana. Both Jim and Dave ride with that "Sling her in there' style and Dave looked like the most spectacular rider on the firm before he blew a coil in his heat.

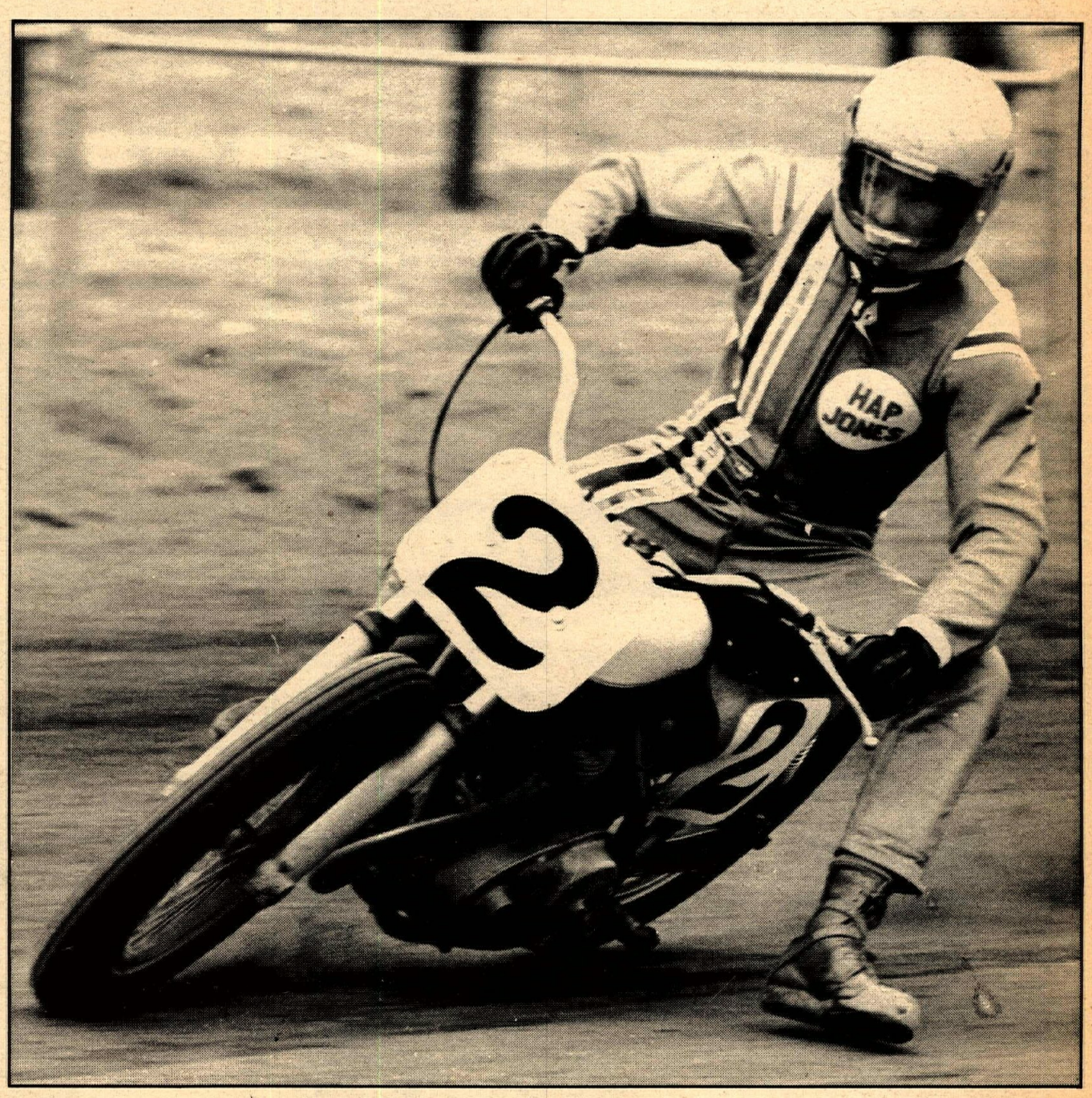
Gary Nixon sat out the final after tweaking his not-yet-ready-leg in Saturday night's short track racing.

Also on the sidelines were headline makers Mert Lawwill and Mark Brelsford. And therein lies a tale that is destined for racing annals. After winning Friday night's Ascot Half-Mile opener Mert and third place Mark rolled their H-D's directly into crates and had them to the airport before the pipes had even cooled off. The bike carrying plane was scheduled to arrive Saturday but was held up until Sunday and then noone could be found that could unload the race ready cargo.

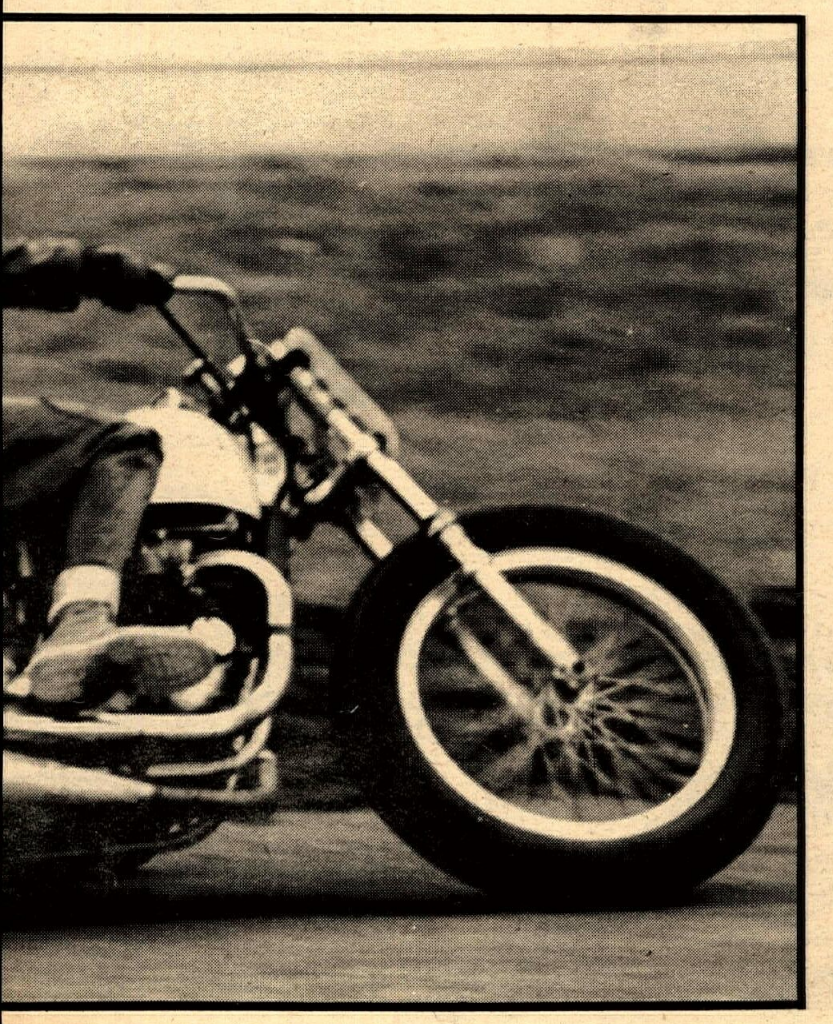
The Amateur feature race was won by Canadian Doug Sehl, younger brother of northern champ Dave Sehl. Sehl's win was no cake walk. He waged a ding-dong battle with Gary Fisher that rivaled the Experts for action and drama.

At the green flag it was Ron Butler who got his Triumph off the mark and out in front. In lap two Fisher moved up and took over. Fisher's Triumph held the lead until lap seven when Doug nabbed it. Doug had been eighth on lap one and picked off five riders in the first go-around. Fisher and Sehl fought it out for the remaining 12 laps but it was the Canadian Sehl by 10 yards when the flag fell.

(Results on page 27)



Dick Mann led the early laps before Rice took over.


glory.

Doug is Ice Racer Dave Sehl's younger brother.

Encinitas Win Goes To Silverthorn

By Bob Grant

ENCINITAS, CALIF. April 19, 1970 – A large turnout of about 240 riders greeted the Sagehopper' Hare Scrambles here today. The five-mile course included sweepers and jumps for the TT boys, a lot of tight, twesty turns and hoop-de-doos for the motocross gang, and even a small sand wash for the desert racers.

The Experts started at 10:15, with the Open, 250, and 100/125 classes going in waves at approximately one-minute intervals. The Sagehoppers use a unique starting method, where the rider straddles the front wheel and when the banner is dropped he must come around and start his bike.

After one lap the trend was set for the Open class as Bill Silverthorn (Husky) took the lead, with Gene Fetty (Husky) second, both and Scott King coming up third on his Montesa. Silverthorn, going exceptionally fast, continued to lengthen his lead and by the last lap had lapped most of the field. Fetty opened a good lead on King and both riders held their positions until the finish.

The 250 class was won by Curtis Smith on a CZ for the second week in a row. Second was taken by Gary Drean, also on a CZ, who came from way back.

The 125 class developed probably the best race of the day. Bob Silverthorn, Bill's brother, took the lead immediately on his rapid Sachs, with Lars Larson on a Penton close behind. The two continued to battle it out until the fifth lap when Larson took over for good, with Silverthorn finishing second. The 100 class was taken by Jack Hettinger on a Hodaka.

After a short break the Open and 250 Novice classes blasted off with the Open class going first. After two laps Jeff Baird on a 400 Husky took over the lead and led all the way to the finish.

Due to the large turnout the 100 and 125 Novices raced together in a third race. Going ten laps on a tight five-mile course, this race finished rather late. But the wait must have agreed with Kevin Wolfe on a Penton, as he took the lead on the first lap and after ten dusty laps he was in the same position.

Just about all the leading district 38 Experts showed up and the ever increasing Novice classes necessitated a third race.

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OES IT IN DESERT

Doyal Fields gets the flag at Sunday's 80 mile Hare 'n Hound. Fields placed 14th overall.

By Dick Wright
Photos by Jeri Brooks

HI VISTA, CALIF. April 19, 1970 – With no desert racing in two weeks, a mammoth 813 riders were on hand for the Antelope Rambler's M.C. here today.

The banner dropped, and they were off. After the dust had cleared, Whitey Martino on a Husky emerged as the initial leader, with Rick Thorwaldson on a Rickman a close second. The two dueled throughout the forty mile loop, and coming into the first gas check Martino still had the lead, but Thorwaldson was only a few feet behind. Tom Poteet, the eventual winner, was running third.

The first loop was fast, with a lot of dusty trails. But the second loop consisted of a very rocky forty miles, including a one hundred yard long rocky downhill.

Thorwaldson and Martino were still going wheel to wheel, but lost the trail and didn't find the markers until the pack of riders had gotten by. At about that time, Thorwaldson suffered a flat tire and was out for the day.

In the meantime, Poteet and his 250cc Bultaco had taken over the lead, but did not realize it until the race was over. He maintained his lead, remarking later that he had endoed on the downhill because of clutch failure.

Mint 400 winner Mike Patrick on his 250cc Yamaha pulled in second, and Husky mounted Tom Smith was third overall and first 500cc.

Tenth place finisher Eric Jensen, riding a Sachs out of his Yamaha of Eagle Rock shop, took 125cc class honors. Doyal Fields was the Open class rider in on his Triumph.

In the Novice class, John Knebel, racing for only the fourth time, took top honors, with Jack Morgan (Hodaka) carrying away the 100cc trophy.

(Results on page 27)

Agreement Reached For Costa Mesa Speedway

COSTA MESA, CALIF. – An agreement has been reached between the International Speedway Association and the Orange County Fairgrounds that will assure racing enthusiasts a full season of speedway motorcycle racing on the Fairgrounds oval, starting Friday night, May 1st, it was announced today by Harry Oxley, president of the promoting organization.

"After a very successful season last year we are anxious to return to the fine Fairgrounds facility at Orange County," explained Oxley, "and Mr. Alfred Lutjeans, manager of the Fairgrounds is happy to have us back."

The nation's foremost speedway motorcycle racers will be present for the season opener, including the new reigning National Champion, Steve Bast of Van Nuys, Calif., the former champion Rick Woods of Huntington Beach, Calif., and former California State champion Sonny Nutter of Culver City, Calif.

Speedway racing, starting its second season at the Fairgrounds oval, is run on a near-circular dirt track forcing riders to throw their fast, lightweight cycles into a continuous slide around the flat track. Each rider develops new and different techniques of riding generating tremendous competition for the fast, four lap races.

Speedway racing will be run weekly, until the National Championship is decided in October.

ALL NEW MOTOCROSS COURSE FOR PEPPERELL

After four years of continuous use, the old motocross course at Pepperell, Mass., has been retired, and will be replaced on the same grounds with an entirely new circuit. The growth of the sport requires constant expansion and improvement of facilities to keep abreast of the needs of the sport.

The new course will measure about 1-1/4 miles in length, and will be so situated as to take advantage of the terrain available and still afford use of all Spectator vantage points for viewing the events. A new starting line area with a capacity for starting 50 riders abreast will be incorporated into the course.

The new circuit will open on April 26th when a full program of professional and sportsman motocross events will be scheduled. Other dates presently scheduled include a featured Can-Am professional motocross on May 31st, a sportsman spectacular for June 21st, and the Inter-Am on October 11th.

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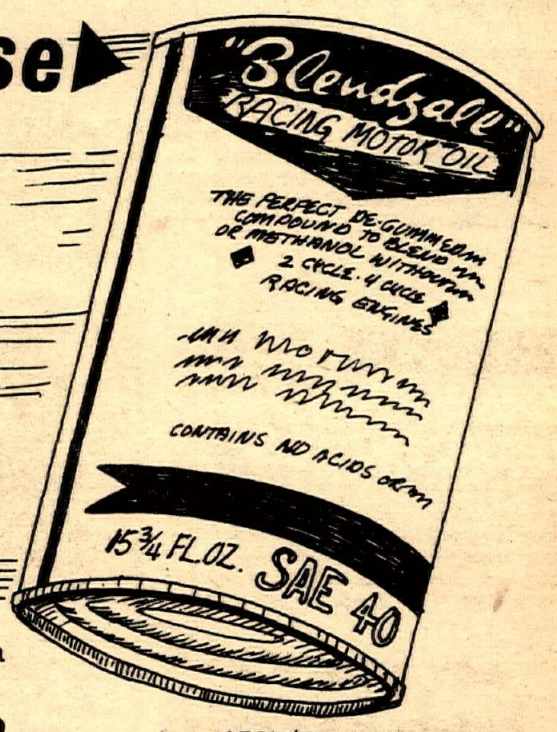

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PERRIS TT RUN UNDER LIGHTS

By Elaine Jones

PERRIS, CALIF. April 18, 1970 – After holding off on Saturday nights until the weather warmed up the Burtons plugged in the wrong line and got a super cold evening to start things out.

Jim Clubb took the first race of the night season as he won the 50-100cc Novice class. Jim has been campaigning for a long time to win this one and his perserverance paid off. Jess James Jr. Ron Foster, and Randy Hayes were second, third and fourth.

Eric Arras, a sharpie mini-bike racer, proved he could handle himself just as well on a bigger machine, as he won all three of his motos in the 100cc Novice class. Bob Weeks was second.

The 125cc Novice Class saw Kay Kanaki, who has turned into a real charger, lead the boys on a very merry chase. Second place Greg Brewer got close a couple of times but not close enough to give Kay any trouble. Walt Foster and Rick Doyle rounded out the field.

Charles Soderstrom and Steve Nichols gave the crowd some thrills as they fought it out in the 100-125 Amateur-Expert class. Charles took it but all you can call it is close as the down to the wire drives were something else again. Doug Mason was in there strong but his Baby Greenstreak didn't have enough to keep up with Charles' Bultaco or Steve's hot Yamaha. Doug did manage to beat one Yamaha so he came up with third over fourth place Paul Lambert Jr.

Toby Stanford who is starting to look unbeatable did it again, as he won the 250cc Novice class, first division. Toby could have fallen down and gotten up again without losing a spot, his lead was so great. John Carmello didn't have it so easy but had enough to nail down second place. Steve Brewer and Robert Stribling rounded out the field.

The second flight of 250cc Novices saw Dennis Creason not making mistake one. Second place Mike Myers had a hard time keeping him in sight. Would you believe Dennis worries about falling down and scratching his new paint job? Tim Abshier nailed down third and Stu Cox got up to get fourth.

Doug Mason wasn't about to take a back seat to anyone and proved it, as he swept the 250cc Amateur-Expert class. Richard Gann got home second and Chuck Tidwell, his second time on the new track, got up to take third. Ken Lee, who has been off a year, showed he hadn't lost his touch, as he rode the devil out of his Harley to take fourth.

Gary Griffing has gotten into a rut, but it's a first place rut, and it doesn't look like anyone is going to jar him out of it. C. Glenn Brunson seems to be the one destined to run second to Gary. Andy Skeel getting ready for Adelanto had trouble hanging on to the track without knobbies, but hung in there enough for third while the other half of the Griffing team, Roy, sewed up fourth.

The Perris track is now back to the Saturday night schedule, and will also run Sundays unless a club is sponsoring an event.

Deadman's Point Action

Jim Hoover makes like a scalded cat with his 100cc class winning Hosaka. A Hosaka is a Hodaka powered Sachs. It worked for Jim. He won all his races in a day at Deadman's marked by high w nds dust blowing over the course from the desert and good racing in all classes. See page 31 for complete results.

By Elaine Jones

We start off on a sad note this week as we report the death of one of the up and coming Green Platers, Ron Bourbonnais. Ron was one of the better 250cc riders at Perris and a gentleman on and off the track. All the riders join me in sending our deepest sympathy to the Bourbannais family.

Toby Stanford and Kay Kanaki have got to be two riders who are going to be changing the color of their plates before too long. Both these dudes have started out like gangbusters this season and are really making sparks.

Chuck Tidwell, who started his TT career last season, is now sporting yellow plates as he got the word of his Amateur rating. Last year Chuck rode a 360cc Maico and a 250cc Yamaha but this year he has opted for the 250cc and 400cc Maicos. Good Luck in your new class.

green platers

C.H. Wheat has opened a new bike shop at this end of town and will be selling Maicos, (naturally), Yamahas and Hodakas. Forgot exactly where so will pass it along when I find out for sure. C.H. invites you to all stop in any time and he can give you some good conversation if he can't sell you a bike.

Skip Gallager is now dubbed "Good Time Charlie". Nobody has so much fun at the races as he does. He doesn't give a hoot where he places just as long as he can get out there and ride and by the way he's no slouch in that department either.

Bob Rudd is another rider who shares Skip's ideas. He showed up with a street legal Honda and started making with the tape to make it racing legal. According to him if the bike was good enough to take second in the Elsinore Grand Prix it's good enough for Perris. He had some thoughts about using his horn to scare the riders out of the way. Only one problem. He never got close enough to put the plan into operation. As he expounded on the virtues of the bike, I had the feeling he was trying to convince himself. Who knows, Bob, you might just do it.

Jim Clubb is sporting a new baby Greenstreak. Last season Jim had a Maico and guess he decided to give the little bike a go. Both are doing all right as he took his class Saturday night.

John M is making all kinds of changes as he is now working for Foothill Motorcycle in Upland. He is also finding himself on the other side of the racing scene as a tuner rather than a racer. Hope he can balance out the two as he is a colorful rider. John recruited some Eastern riders to give the Perris track a go and Bob Sullivan from Massachusetts said he liked it and would be back.

The Burtons again have been given the word that their court date has been set for April 29th, at nine o'clock in Riverside. Anyone wishing to come is welcomed and it would be appreciated.

The track is becoming more and more popular with the riders and to this date no one has been hurt. The ambulance moved once and by the time they got to the spot the rider was up and fine. Grace Burton must be letting the safety of the track go to her head as she forgot to order the ambulance for Saturday and the racers were held up until she could get the man there.

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Raymond Wins At Trojan On Borrowed Bike

By Eddie Smith

SOUTH GATE, CALIF. April 17, 1970 – Jim Raymond, riding a Yamaha, won the 100 TT and 125 TT trophy dashes at Trojan Speedway Friday night. Raymond also won the 125 TT Main Event riding a borrowed bike.

Riding to victory in the 125 TT trophy dash was not so easy for Raymond. Jim rode the entire race without any brakes. Some how his brake linkage had come undone. Later in the evening Jim blew the engine up on his 100cc Yamaha and had to borrow bikes from other riders so he could compete in the races for the rest of the evening.

Before blowing the engine Jim finished second in the 250 flat track heat race on his 100cc Yamaha.

Raymond took a first place in the 125 TT Main Event. He rode to the victory on Tom Flynn's Yamaha. Jim placed fourth in the 250 TT Main mounted on a borrowed Yamaha. He also placed second in the 125 flat track Main also riding someone's Yamaha.

Jim Stein riding a Maico won the 250 TT and 250 flat track Trophy Dashes. Stein placed second behind Craig Cove in the 250 TT Main Event. He also finished second in the 250 flat track Main behind Irwin Moon's Bultaco.

Mounted on a Kawasaki John Sperry won the 125 flat track Main Event. Raymond was second and Danny Corbett finished third riding a Yamaha.

Bob Sanders on a Kawasaki won the 100 TT Main Event. Sanders also took a second in the 100 flat track Main Event behind Joe Monohan. Joe was second in the 100 TT Main.

Jim Raymond, winner of three events at Trojan Speedway Friday night, leads the pack into a turn.

Irwin Moon who won the 250 flat track Main Event had his share of troubles during the night. First of all Irwin got a rock caught in his chain and beat a tooth on the bike. Then during the 250 TT trophy dash Irwin crashed and broke his handlebar.

The bikes will be back next Friday night with racing starting at 7:30. The following week, April 30th Trojan Speedway will move the bikes to a Thursday night program. They will run the TT and flat track.

(Results on page 27)

Henry And Pasey Tops At Huntington Beach Motocross

By Mike Capalite

HUNTINGTON BEACH, April 19 – Huntington Racing Association hosted some 120 riders to its' bi-monthly motocross Sunday.

With the aid of some heavy construction equipment, Don England has made a mountain in the center of the course for the riders to climb, as well as changing the mud hole from a quagmire to a series of slippery whoop-de-doows.

In the 100cc Novice, Danny Slanton on his Bultaco showed them the way around after having a little trouble in the first moto with Ken Lindstrom on his Hodaka. Danny moved up from a sixth place in the first lap to a third behind Ken, but try as he could, he had to settle for that third spot, as they both trailed Mike Manning on his Penton. Danny then came back for the next two motos determined to do the job and he did it as he racked up two more wins to cinch the win in his class.

The 125 Junior race was a bad news event for Richard Bellamy and his Yamaha, as he finished second in the first moto and was leading the second one when he became involved in a crash with a rider that he was lapping. Rich would have been in good shape, as he had enough of a lead that he could restart his machine and stay in front. But as luck would have it, the machines were locked together and before the two riders could separate them, Bellamy had lost a lap. Richard won the third moto, but the overall win was taken by Joe Gillum on a Sachs.

The 250cc Junior class was again so filled with riders that it was necessary to break them down into two divisions and run off a fourth moto to decide the top man in that class. By the end of the day's racing, there was no doubt in anyone's mind as to who was tops, as Jim Henry riding the only Maico entered in this class proceeded to win each of the motos in his division, and then came back to take the fourth moto making it a clean sweep for the day.

The 500cc Junior was a carbon copy in the results for the first two spots, as Pete McCarroll copped the win in all three motos with his Maico while Gary Rattiff on his CZ came across for second in all three motos. Reg Cook on his Bultaco just about made it a repeat in third spot until the last moto when Pete Mc Carroll Sr., on a Maico, took the third spot finish. Reg still wound up with a third overall.

In the 125-250 combined Expert division, Mike Pasey on his Bultaco took the lead on the first lap on every moto and held it till the finish line for a clean sweep. Second spot went to Lloyd Quintard on his Yamaha while CZ mounted Danny Shumate took third. By being a member of the Huntington Racing Association, Mike Pasey has his choise of taking the trophy or the money, so Mike chose to take the money, but told the sign-up girls to just apply ti on his entry fees for the next five or six races.

It was a good day of racing with the cool ocean breezes keeping it from getting too hot and a good time was had by all. For all motocross fans, a bit of news: The Huntington Racing Assn. is completing plans for a Grand Prix to be held in Huntington Beach this year. The H.R.A will have a motocross meeting around the end of this month, at this meeting the proposed Huntington Beach G.P. will be discussed. Also at this meeting the rules and scoring system for the Huntington Beach track will be explained. This meeting is open to all riders as the H.R.A. is a voluntary organization and one does not have to join to ride at the track. This meeting will be an opportunity for the riders to voice their opinions and help to formulate the regulations under which he must race. For further information on time and place of this meeting, call 714-897-4458.

(Results on page 27)

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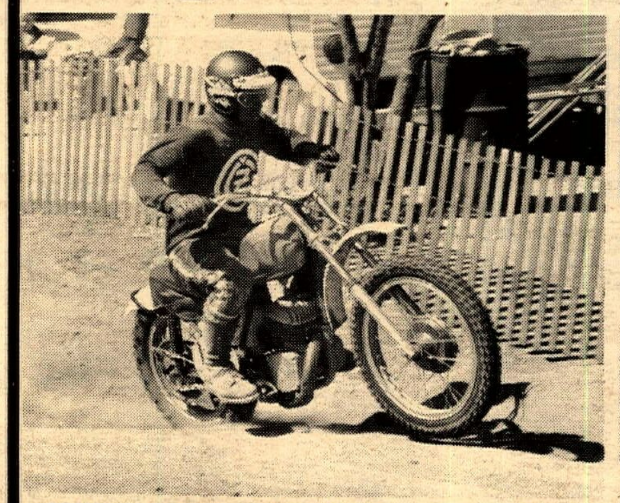

JOHN DeSOTO–CZ WINS 500cc Expert Class at Viewfinders G.P. Bay Mare

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Second Speedway Events Scheduled For April 26th

LANCASTER – The second Speedway motorcycle race of the 1970 season has been booked for Sunday afternoon, April 26, at the Antelope Valley Fairgrounds here.

Steve Bast, the youthful U.S. Speedway cycle racing champion from Sherman Oaks, will be cast in the role of defending champion. Bast won the main event to climax a wild opening show on the 300-yard dirt course at the Fairgrounds last Sunday.

Indicative of what was to come was the first race of the day when all four entrants crashed spectacularly on the very first turn. Later on in the program, two riders hit the outside crashwall so hard, they knocked over portions of it.

Fortunately, only one rider had to be hospitalized, with a broken leg.

Sammy Tanner, Long Beach veteran who is possibly the biggest name in Southland cycle racing circles, showed up unexpectedly at the opener and his performance indicated he will be as tough at Lancaster as he has been at Ascot Park in Gardena.

The "Flying Flea" is the winning-est rider in Ascot history with nearly 400 wins to his credit. He bagged the consolation final and finished second to Bill Cody in the handicap race.

Other standouts who'll compete include Sonny Nutter, Culver City; Rick Woods, Huntington Beach; Paul Conserriere, Redondo Beach; DeWayne Keeter, Pasadena; Mike Konle, Granada Hills; Stu Morley, Topanga; Ron Miller, Lancaster; Greg Haserot, Whittier; and Larry Heinselman, Culver City.

Honda Recall To Remedy Throttle And Chain Trouble On CB750

Recent articles in CYCLE NEWS and the L.A. TIMES have made note of problems of breaking drive chains and sticking throttles on Honda's four cylinder CB 750 and the campaign of the Four Owner's Club, a consumer group largely made up of Honda owners to have the defective machines recalled.

After making a careful study of the problems reported by dealers and owners, Honda has issued special replacement parts to dealers and recall cards have been sent by registered mail allowing Honda four owners to have their bikes modified at no charge.

Spokesmen for American Honda said that the firm is always receptive to complaints and suggestions from owners but that the Four Owners Club had nothing to do with the callback of the CB 750.

Honda's study of the "slow return to idle" throttle problem began in October and after work both in Japan and the U.S. replacement parts were available to dealers in late January. The callback is dated March 16th.

Honda dealer John McLaughlin of Duarte, Cal. told CYCLE NEWS that replacement of defective parts at factory expense is a long standing feature of the Honda waranty and is not new with the Honda Four. He pointed out similar cases with other Hondas, one of which was a gearbox problem found on the S-65 model in 1964.

Honda dealers report that new rubber rear wheel damping units have been provided to eliminate chain breaking and new throttle cables and carburetor parts stop the slow throttle return problem.

Fours still in dealers stock have been modified and the recall will be in effect for bikes already on the street. Corrections will be made on Honda Fours even if they have changed hands and are being ridden by a second owner.

By Maureen Lee

As you can well imagine, the last District 37 Competition Committee meeting was quite something, as it was the first one following the Elsinore Grand Prix. There were naturally quite a few protests filed, plus some disqualifications and some of our local scrambles riders were involved in these. They were Ralph Porzult and Terry Moriarity, who ride regularly every Sunday and Larry Shoemaker, who used to ride more scrambles not rides a lot of the motocrosses.

scramblin' around

Terry was the one we felt the sorriest for. Just to finish a Grand Prix gives you an enormous number of points over a regular little Sunday scramble, and Terry went the whole way. Well, almost! He pulled in for gas at about the same time the checkered flag was waving up in town for the winner and then was not allowed to leave the pits so he could take the flag himself. Therefore, no finish, and no points. Terry, who is constantly right up there each season in the Open class could really use them. The Committee voted to uphold the Gripsters stand that by the time the checkered flag fell it was dangerous to allow any more bikes out onto the track, as by then the spectators were wandering around in droves. We can see that point too but feel it would have been fairer to give him some credit for the number of laps he did go, under the circumstances. He didn't put in one lap then rest in the pits for the rest of the race, getting ready to pop out just in time to take the checkered flag and therefore finish (we've seen that pulled!) he went the whole way. And all for nothing.

Poor Ralph is just as bad off. He even took the checkered flag and isn't listed as a finisher even though he went the whole way. Larry was nailed for bike switching which he didn't. Well, technically he did but not with intent to gain. His scooter was down and out and he brought an injured friend's bike back to the pit area and watched the rest of the day's activities from there and was able to prove it so his name was cleared. If his bike hadn't quit we'll bet he would have been right up in there because he has fantastic endurance and goes like hell.

There were numerous other squawks, some resolved happily, some not. But we'll say again what we suggested a couple of weeks ago. Maybe if Grands Prix did not pay points there might be a little more peace over them. Less strain on the host club, who have to work like dogs to throw a big one, and less strain on the riders.

While still on the subject of points the race is on now for those 1971 number one plates. These standings are more or less un-official, but younr Gary Scott is right in there in both lightweight divisions. He's leading the ultras and is second in the lightweight and if there's ever a rider who can get that number one with just the aid of good luck, it's Gary. He has the ability and the machinery. Current number one Larry Taylor is in the lead again and Jim Connolly second but Jim re-appears again as leading the heavyweight brigade. How's that grab you, Open class bike lovers with Jim riding a little 360 Greeves! Still, we hope we never see the day when all you hear at any race is the sound of ring-dings!

Operation Cooperation Scheduled In San Diego

SAN DIEGO, CALIF. – A massive desert clean-up campaign, called "Operation Cooperation", has been scheduled here by members of San Diego county off-road vehicle clubs, it was announced.

Sighting the possible closure of favorite riding areas, a spokesman for the group said that the clubs will come together on May 2-3 and remove litter from the Ocotilla Wells area.

The group will consist of motorcycle clubs, dune buggy clubs, four wheel drive clubs, as well as anyone else interested in the project.

Anyone interested in helping has been urged to join the group at the clean-up area, or contact members of the group at (714) 745-3542, (714) 745-7302, or (714) 745-8753.

Ecology Editorial

(Continued from Page 4)

terested government officials, such as Superintendent Whitehead. Additionally, we should not waste time in letting Russ Sanford know – financially, as well morally – that we are behind him 100 per cent. And lastly, we should set a realistic, yet not too distant goal for delineating our right. The summer of 1971 is not any too soon.

This is the way we feel – the way we think things have to go. We welcome your comments, but, even more than that, we welcome any positive action you can take in this extremely critical matter. We are your newspaper, and will gladly serve as a sounding board and communications center for your suggestions and efforts. Correspondence along these lines should be directed to Cycle News, Ecology Dept., Box 498, Long Beach, California 90801.

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WIND HAMPERS LIGHTWEIGHT'S TT'S

ADELANTO, CALIF. April 19, 1970 – It definitely was not a good day for any kind of race in the desert Sunday. Yet, through sand, grit, grime and wind the Lightweight M.C. charged on to debut their 1970 racing program with a point run scrambles at the Adelanto track.

Spectators were at a minimum as well as riders.

The races were rolled off one after another like clockwork. In fact, the big bores even finished early enough to get home and wash down their equipment long before dark.

The fastest race of the day had to be the first 250 Expert go. Tom White and his blasting Bultaco just plain whipped the pants off of Jim Raymond (Mon) and young pro Gary Scott (Bul). A lot of raised eyebrows and "did you see that" looks were going around when he came in for the checkered flag.

In the second moto, Raymond had mechanical problems forcing him out of the 250cc go for the day, and White ended up chasing Scott around the track for the next two motos with Karl Wilson (Bul) not far behind. Gary wasn't about to let White get any closer than his back fender after that first wild ride.

The 175/200 combined event had Larry Taylor (Bul) and Bob Saunders (Bul) playing cat and mouse all the way through the motos, with Taylor just barely beating him to the hole in the last race.

In the 50cc class it was Jeff Sexton (Suz) out buzzing Kurt Lewis (Yam) and Jay Lewis (Yam) for King Bee of the day.

The Powder Puff class showed some real spunk for a change, with a couple of sisters, Elaine Smith (Yam) and Brenda Smith (Yam), really tying it on.

No mistaking, everyone was out to play the win game. Some races were better than others, but everyone had their day of sport, which seems to be the object of it all.

The course was fast and slippery, and weather conditions definitely slowed down all of the riders.

(Results on page 27)

New Three Wheeled Mini-Bike Released By Larkin

A recent press release concerning the latest entrant into the mini-bike market made more than a few Cycle News staffers sit up and take note. And, naturally, we couldn't wait to give it a try.

It's called the Hill Cat.

Designed and built by Keith Larkin, owner of Larkin Aircraft in Watsonville, Calif., this unique little bike incorporates the tracked vehicle concept, using three wheels, two of which are in pivoted tandem at the rear.

Essentially, the Hill Cat uses a 4 h.p. Tecumseh engine to power a primary chain; which powers a secondary chain; which supplies the leading and trailing rear wheels with equal traction. That's on level ground.

In the rough, the two rear wheels, being centrally pivoted, produce a see-saw effect as they encounter the off road rocks and ridges. When the leading wheel meets an obstacle, the trailer receives the bulk of the power, pushing the leading wheel over the rock, bump, log, etc. Conversely, when the trailing wheel reaches the difficulty, it is pulled over by the now level and more powerful leader. Theoretically, at least. And, for the most part, it seems to work in practice.

Cycle News ran a brief test on the three wheeled mini last week and found that most of the company's claims were, indeed, justified.

As there is no suspension system, as such, in the rear, we were at first a bit skeptical of its handling ability. But the see-saw effect of the two rear wheels more than adequately compensate for traditional shock absorbers. When the leading wheel is up, the trailer is down, pulling the leader back into level position. And, of course, vice versa. This action-reaction prevents the frame from receiving the full force of the bump, and gives the rider more than usual minibike comfort. The springs on the telescopic front forks are adequate for most trail conditions.

From a theoretical point of view, at least, the two-wheeled power in the rear should provide considerably more traction. This does not seem to bear out overly well in actuallity, however. The rear wheels are a scant 3.5 x 11.5, and individually – as well as collectively – do not take well to the powder dust and sand of Southern California. If Larkin could replace the rear rubber with anything close to the more suitable 5 x 14 on the front, the bike would undoubtedly become one of the – if not, THE - finest "soft stuff" machines on the market.

This is not to say that the Hill Cat is not one of the best trailblazing minis available. Far from it. A tire change, however, could turn a very fine bike into a leading contender for Best Minibike honors.

Another major problem concerns braking. There simply is no rear brake, and all braking is conducted through a lever operated, internal expansion, front mounted assembly. Bruce Cox, company representative in Southern California, said that his firm has been working on a solution for the rear brake problem, but to date they haven't been successful. This problem is not critical in moderate off road riding, but, we suspect, this could provide considerable trouble on, say, a steep down hill run.

The maneuverability is, for the most part, good to excellent. It seemed to us that a wider spread on the handlebars would not hurt, but this could be the result of our familiarity with scrambler-type bars. At first, turning tends to be a bit tricky. But in learning the idosyncrasies of the little machine, direction changes become natural and quite easy.

The machine has an ample amount of low end, and the Salsbury automatic (no clutch) variable speed torque converter will quickly get you from zero to a reported top speed of 29 mph.

The frame is double loop, and a recently added rear frame brace has eliminated frame flex, and, hopefully, metal fatigue. Cox said that his company had taken several bikes to the mountains, offering them to any handy kid, along with instructions to "go out and try to tear them up." He reports that, with the exception of minor dings, all machines held up admirably.

Mini-Bike Magazine criticized the forward location of the pegs. But this has been corrected, and the heavy duty, folding Bates foot rests are now more centrally located and make standing in the rough stuff a fairly simple matter.

There are many other positive features about the bike, including: 9-1/2 inch ground clearance; a kill button; lock nuts throughout; specially made sprockets with built-in keys that cannot loosen, and; easy two-part disassembly, that makes car trunk transportation a reality.

All in all, Cycle News feels that the Hill Cat has successfully challenged the minibike field. Larkin has recognized the boom in recreational vehicles and has already built a prototype for an inexpensive snowmobile, that easily converts into a dune buggy. Additionally, they hope to eventually introduce a low-cost, Volkswagen powered airplane.

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RESULTS

TT SCRAMBLES
Manzanita Speedway
Phoenix, Arizona
April 10, 1970

125 NOVICE MAIN	
K. Saunders	Yam
A. Cranston	Yam
G. Eisenhart	Yam
125 AMATEUR MAIN	
J. d'Aquin	Yam
R. Brown	Bul
P. Rosenfeld	-
125 EXPERT MAIN	
G. Wells	Yam
B. LaPlante	Bul
C. Croyle	Yam
250 NOVICE MAIN	
B. Strauss	Yam
K. Kosier	Yam
P. Walker	Yam
250 AMATEUR MAIN	
J. Boat	Yam
S. Bigler	Bul
J. Marchetti	-
250 EXPERT MAIN	
B. Boaz	Yam
G. Wells	Yam
B. Beard	Kaw
OPEN AMATEUR MAIN	
D. Bateman	Bul
R. Gilbert	Tri
J. P. Hill	Tri
OPEN EXPERT MAIN	
J. Sellers	Tri
B. Boaz	BSA
R. Shuman	Kaw

AMA TT RACES
Owyhee M.C.
Boise, Idaho
April 12, 1970
by N.A. Williams

NOVICE MAIN	
Gary Scott	Bul
Paul Johnson	Bul
Randy Scott	Bul
Gary Kapus	Kaw
Charles Wagner	Bul
Dennie Neibann	Suz
Edward Virostko	Bul
Neal Hulet	Hon
Gordon Clark	Bul
AMATEUR MAIN	
Chuck Joyner	Tri
Richard Cook	Tri
Ed Herrmann	Tri
Terrance Drosch	Tri
Bill Uhl	Tri
John Malstrom	Tri
James Raymond	Mon
Greg Hodges	Tri
EXPERT MAIN	
Mert Lawill	H-D
Dick Mann	BSA
Thad Lawrence	Tri
Dusty Coppage	Yam
Mark Breslford	H-D
T.L. Hoglan	Nor
Sonnie Burres	Tri
Glen Adams	Nor
Mark Williams	Kaw
Dan Holton	Tri
Skip Van Leewen	Tri

MOTOCROSS
Boondockers M.C.
Langlois, Ore.
April 12, 1970

BWGINNERS	
Daniel Boone	Sac
100cc	
Tony Hefner	Sac
125cc	
Tony Hefner	Sac
200cc	
Tom Stone	Bul
250cc	
Tony Hefner	Sac
OPEN	
Bob Casper	Tri
MINI BIKES	
Craig Hills	Hon

MOTOCROSS
Austin Raceway Park
April 12, 1970
By John Blanton

125cc CLASS	
Jack Hicks	Pen
George Majewski	Yam
Carl Davis	Yam
Dave Nolte	Yam
250cc CLASS	
Jack O'Leary	Yam
Bob Graham	Hus
Bill Kasson	C-Z
Jim Schwartz	Oss
500cc CLASS	
Robi Holbert	Hus
Don Kirk	Hus
Doug Parks	C-Z
Ramon Dasch	C-Z
ROAD RACES	
SP 250cc CLASS	
Tommy Byars	Suz
James Blackwell	Kaw
Larry McPhail	Suz
Keith Guthery	Hon
SP 500cc CLASS	
Rusty Bradley	Tri
Bently Hardwick	Suz
Tommy Byars	Suz
David Broyles	Suz
Mike McAdams	Hon
SP OPEN CLASS	
Bently Hardwick	Nor
Rusty Bradley	Tri
J.C. Klusmeyer	Nor
Eddie Patton	Hon
125cc GP	
James Lutz	Yam
Pee Wee Gleason	Hod
Gordon Duggan	Mon
Mark Duquette	Yam
200cc GP	
Jerry Brust	Duc
James Gardner	Hon
Willard Kelley	Hon
Danny Madsen	Hon

AMA MOTOCROSS
Owyhee M.C.
Boise, Idaho
April 11, 1970
by N. A. Williams

SPORTSMAN	
BEGINNERS 125cc	
John Cross	Yam
Unclaimed	–
Randy Rupt	Bul
BEGINNERS 250cc	
Jack Dobson	CZ
SPORTSMAN	
EXPERTS 125cc	
Tom Sawyer	Bul
Mike Riddle	Bul
George McNelly	Yam
EXPERT 250cc	
Gary Scott	Bul
Bob Brown	Hus
Jack Cox	CZ
Pete Crandell	CZ
Gary Seeley	CZ
Bill Oliver	Bul
Jim Curtis	Yam
Doug Riddle	Suz
Don Willhite	Yam
EXPERTS OPEN CLASS	
Gary Bailey	Gre
Wayne Thiel	Gre
Ron Brown	Tri
CLASS C MOTO	
Dick Mann	Oss
Bill Cook	Mai
Bill Uhl	CZ
Mark Tennyson	Gre
Gordon Ochs	Bul
Bob Bailey	Mai
Bob Fevez	CZ
Ron Carney	Suz

250cc GP	
Bently Hardwick	Yam
Darryl Hurst	Yam
Mike Cone	Yam
Bennie Campbell	Kaw
Jet Tharp	Yam
David Watkins	Yam
500cc GP	
Terry Kiraly	Yam
Paul Beardon	Duc
Bennie Campbell	Yam
OPEN CLASS GP	
Rusty Bradley	Tri
J.C. Klusmeyer	Nor
Eddie Patton	Hon
200cc FINAL	
James Gardner	Hon
Danny Madsen	Hon
250cc FINAL	
Mike Cone	Yam
Bently Hardwick	Yam
Bennie Campbell	Kaw
Jet Tharp	Yam
David Watkins	Yam
OPEN CLASS FINAL	
Rusty Bradley	Tri
Bennie Campbell	Yam
J.C. Klusmeyer	Nor
Terry Kiraly	Yam
Eddie Patton	Hon

TT SCRAMBLES
Elsinore, Calif.
April 11, 1970

MINI	
G. Erickson	McC
M. Tidwell	Mav
D. Nicol	Hon
S. Miller	Bri
100 NOV. NOV.	
F. Junkersfield	Kaw
R. Dixon	Kaw
R. Stone	Kaw
R. Widener	Kaw
125 UP NOV. NOV.	
J. Porter	Yam
M. Malone	–
R. Dixon	Yam
100 NOVICE	
M. McGarvey	Kaw
R. Tripp	Kaw
J. Colman	Kaw
F. Boldozier	Hod
125 NOVICE	
D. Hart	Yam
S. Okuda	Yam
250 NOVICE	
H. Cheetwood	Bul
M. Arrambide	Oss
D. Waffle	Oss
T. McCod	Bul
D. Hannon	Bul
D. McKillep	Bul
350-500-OPEN NOV.	
M. Bailey	Hon
R. Knowles	–
100 EXPERT	
R. Morrison	Kaw
S. Willoughby	Kaw
V. Hannon	Kaw
125 EXPERT	
E. Mitchell	Yam
R. MacEwen	Yam
250 EXPERT	
J. Stein	Mai
T. Berry	Bul
350-500-OPEN EX.	
V. Hannon	–
J. Stein	–
J. Sprague	Tri
SPEC. EX.	
V. Hannon	–
J. Sprague	Tri
T. Berry	Bul
L. Bird	–
D. Tudor	Tri
500-OPEN EX.	
V. Hannon	C-Z
J. Stein	Mai
J. Sprague	Tri
SPEC.	
V. Hannon	–

AMA DISTRICT 37 DESERT HEAVYWEIGHT POINT STANDING TO APRIL 1, 1970

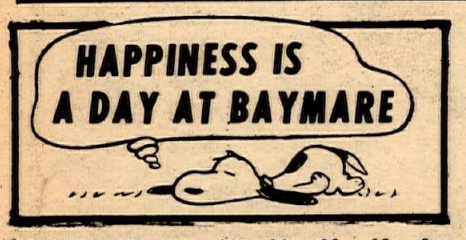
No.	Name	Old #	Pts.
1.	J.N. Roberts	8	891
2.	Whitey Martino	1	890
3.	Bruce Dunford	200m	700
4.	Steve Kirk	2	670
5.	Frank Russo	15	562
6.	Roger Terry	33	550
7.	Rich Thorwaldson	117	505
8.	John Gaetz	66	493
9.	Doyle Fields	11	485
10.	Howard Utsey	14	480
11.	Rick Shirey	3	440
12.	William Waters	23	401
13.	Ron Sloan	36	375
14.	Sam Burg	74	356
15.	Doug Slumskie	166	357
16.	Don Hill	16	360
17.	Barry Bubar	38	305
18.	Ronald Wilson	550	290
19.	Jack Byers	5	285
20.	Thomas Smith	32	285
21.	Morris Norman	20	277
22.	George Walker	6	275
23.	Duffy Hambleton	10	284
24.	Dick Gilman	143	267
25.	Ken Ratzloff	156	265
26.	Tom Muto	300m	265
27.	Doc Bryce	157	250
28.	Bill Walters	194	248
29.	Bruce Lewellyn	49	244
30.	Arthur Knapp	49	244
31.	John McManus	523	231
32.	Larry Mahoney	187	230
33.	Dave Lewis	4	230
34.	Whitey Gregory	21	218
35.	David Hernandez	82	215
36.	John Gregory	193	210
37.	Randy Burak	142	210
38.	Clifford Barak	61	205
39.	Douglas Loftin	29	196
40.	Tim Smith	18	195
41.	Mickey Freeny	24	195
42.	Joseph Kulek	58	195
43.	Joseph Cortez	122	195
44.	Ralph Garrett	55	191
45.	Steve Hurd	500	180
46.	Terry Davis	141	175
47.	Sam Dempsey	300	173
48.	Harold Mortensen	43	164
49.	Bob Reddish	35	163
50.	Lee Hamby	268	162
51.	Steve McLean	39	156
52.	Harry Lawrie	821	155
53.	Don Grieve	608	150
54.	Jim Porcaro	80	150
55.	Ron Jones	57	150
56.	David Pleasant	34	146
57.	Mike McCoy	44	146
58.	Shorty Raudman	205	145
59.	John White	472	141
60.	Pete Roberts	151	135
61.	Robert Duncan	53	135
62.	Mike Hinshaw	444	134
63.	Dan Kline	777	177
64.	Bob Arison	108	130
65.	Kenneth Weston	77	130
66.	Darryl Deinhard	89	130
67.	Ronald Hall	79	128
68.	Ira Mahoney	528	128
69.	Bill McCoun	779	125
70.	Chuck Raudman	83	125
71.	Bob Riley	118	119
72.	Peter Colbert	155	118
73.	Wilbur Maddox	331	117
74.	Don McDonald	27	115
75.	Keefer Flanner	92	114
76.	Jim Erickson	436	111
77.	Roger Riddell	230	111
78.	Skip Norton	211	110
79.	Skip Bartha	289	109
80.	Tobe Radecke	176	108
81.	Bud Reid	315	108
82.	Terry Talley	900	105
83.	Noel Cobbs	277	105
84.	William Selby	329	105
85.	Mike Burke	28	105
86.	Bob Stewart	131	103
87.	Don Houser	102	102
88.	Robert Dotson	96	100

AMA DISTRICT 37 TRAILBIKE STANDING AS OF MARCH 22, 1970

Po.	No.	Name	Cl.	Pts.
1.	1	Jack Morgan	Ex	1000
2.	23	Mitch Mayes	Ex	755
3.	125	D.S. Martin	Ex	755
4.	8	Jim Summers	Ex	705
5.	21	Jack Froleich	Ex	695
6.	16	Don Eide	Ex	625
7.	10	Ian Drake	Ex	540
8.	45	Richard Mark	Ex	525
9.	28	Lynn Wilson	Ex	510
10.	2	Terry Clark	Ex	490
11.	41	Tom Fee	Ex	475
12.	7	K.A. Buckspan	Ex	460
13.	4	Jeff Wright	Ex	415
14.	12	Cordis Brooks	Ex	370
15.	61	Ed Scheidler	Ex	355
16.	26	Larry Upp	Am	335
17.	59	Randy Milligan	Am	330
18.	126	Pat Dailey	Am	320
19.	106	Paul Nyland	Am	285
20.	50	Fred MacDoughall	Ex	280
21.	213	Mike Hayes	Nov	278
22.	25	Allen Lund	Am	265
23.	15	Tom Brooks, Jr.	Ex	260
24.	144	John Burton	Am	258
25.	35	Gary Davies	Am	250
26.	67	Doug Sharp	Am	250
27.	77	Tom Brooks	Am	240
28.	100	Ken Boureois	Am	226
29.	30	Jim Warner	Am	220
30.	83	Sam Forney	Am	215
31.	96	Gregg Hawks	Am	215
32.	70	Bob Griffin	Am	214
33.	74	Mike Mulconery	Am	212
34.	148	Craig Forney	Am	210
35.	87	John Coppage	Am	207
36.	140	Patty Clagg	Am	190
37.	705	Douglas Winchell	Nov	189
38.	43	John Preiss	Am	185
39.	54	Don Morgan	Am	185
40.	80	Dave Ekins	Ex	180
41.	111	Fred Hawkins	Am	180
42.	716	Tom Ferris	Nov	176
43.	82	Larry Broyles	Am	166
44.	85	E. C. Birt	Am	165
45.	91	Bruce Gray	Am	165
46.	32	Monty Lee	Ex	160
47.	48	Eddie Crowell	Ex	160
48.	89	Michael Holbrook	Am	160
49.	405	Dale Conner	Nov	157
50.	22	Randy Klassen	Ex	155

AMA DIST. 37 DESERT LIGHTWEIGHT POINTS 1st QUARTER 1970 (Cont'd.)

Po.	Name	Cl.	Pts.
101.	Jeff Andrews	Nov	100
102.	Gary Davies	Nov	100
103.	Larry Green	Am	100
104.	Cliff Herington Jr.	Nov	100
105.	John Maroney Jr.	Am	100
106.	Chris Mullett	Nov	100
107.	Howard Rosenauer	Am	100
108.	Jack Spencer	Am	100
109.	Bob Watkins	Nov	100
110.	Ray Waldbaum	Nov	97
111.	Bruce Pittman	Nov	96
112.	Allen Shirley	Nov	96
113.	Gage Herington	Nov	95
114.	Ron Matheny	Am	90
115.	Dave Messer	Am	90
116.	Don Teeters	Am	90
117.	Bill Bassett	Nov	89
118.	Danny Kerr	Nov	89
119.	David Chappell	Nov	85
120.	James Colson	Nov	85
121.	Leon Graves	Nov	85
122.	Tim Okamoto	Nov	85
123.	Clark Phillips	Nov	85
124.	John McMahon	Nov	83
125.	Steve Anderson	Nov	83
126.	Bruce Kawell	Am	82
127.	Dick Brecker	Ex	80
128.	Ken Buckspan	Am	80
129.	Gene Moffett	Nov	80
130.	George Zuber	Ex	80
131.	Steve Borden	Nov	79
132.	John McInenry	Nov	76
133.	Dan Ortega	Am	76
134.	Ken McKenzie	Nov	75
135.	John Pavich	Nov	75
136.	Kenny Markham	Nov	74
137.	Ted Peterson	Am	73
138.	Robert Sizer	Am	73
139.	Mike Hall	Nov	71
140.	James Close	Am	70
141.	George Curry	Nov	70
142.	Bob Dailey	Nov	70
143.	Dick Miller	Ex	70
144.	Doug Pattison	Nov	70
145.	Mark Rader	Am	70
146.	Doyle Mosley	Nov	67
147.	Larry Lane	Am	65
148.	Bill McCoun	Am	65
149.	Bill Thomas	Nov	64
150.	Joseph Brickner	Nov	63
151.	Don Hughes	Am	63
152.	Ron Throgmorton	Nov	62



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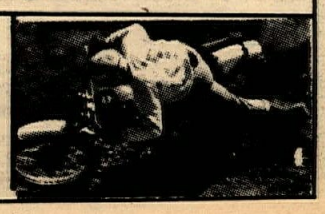
MOTOCROSS
By Placerville M.C.
Placerville, Calif.
April 12, 1970
By David Gautschi

125cc NOV., DIV. I	
Tim Culver	Yam
Elmer Griffin	Yam
Mark LaRue	Pen
125cc NOV., DIV. II	
Jim Staats	Yam
John Anderson	Pen
Bill Balmain	Sac
125cc AM./EX.	
Ken Gerard	Yam
Scott Gerhardt	Pen
Carl Cranke	Sac
250cc NOV., DIV. I	
Bill DaPrato	Hus
Jerry Sterger	Hus
Kirby Hatfield	Kaw
250cc NOV., DIV. II	
Gary Gary	Oss
John Fowler	Oss
Rich Schielley	Mai
250cc AM./EX.	
Richard Steinke	Bul
Rick Graves	Yam
John Green	Mon
OPEN NOVICE	
Rich Schielley	Mai
Gary Fontaine	Mai
Richard Bunday	Mai
OPEN AM./EX.	
John Green	Mon
Jim McClinton	BSA
Martin DeVries	Hus

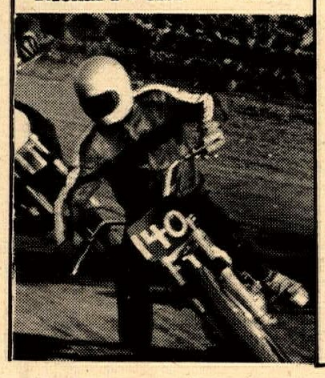
MOTOCROSS
Marysville, Cal.
April 12, 1970
By Edna Conway

100cc NOVICE	
Lonnie Foreman	H-D
Tom Conway	Kaw
Larry Fry	Kaw
Jeff Younger	–
125cc NOVICE	
Steve Foster	Bul
Mark Leet	Pen
Hank Jourdain	Bul
Larry Moore	Bul
200cc NOVICE	
Morris McCaslin	–
Charlie Brown	Bul
250cc NOVICE	
Robert Tornai	Yam
Maurice Deatrick	Bul
Robert Byers	Bul
250cc AM./EX.	
Mike Woltkamp	Hus
Larry Batistoni	C-Z
Vic Krill	Yam
OPEN NOVICE	
Lonnie Foreman	A-E
William Bolton	C-Z
Dennis Holcomb	Hus
OPEN AMATEUR	
Ron Rima	C-Z
Bill Trumbull	Hus



ACA ROAD RACE
Palmdale, Cal.
April 19, 1970
By Bruce Braly

SR. GRAND PRIX CLASSES	
50cc CLASS II	
Chris Anderson	Ita
Don Wicks	Vam
Hans Bertelsen	Mdl
Ed Kelly	Ita
100cc	
Don Emde	Hod
Steve Johnson	Kaw
James McWorthy	Bri
Jim Evans	Suz
125cc	
Ron Pierce	Yam
Elliott Andrews	Yam
Steve Froschauer	Yam
Dan Hanebrink	Hon
175cc	
Colin Jones	Hon
Richard Stuelke	Hon
Dan Guinn	Hon
200cc	
Chas. Van Breemen	Suz
James Crawford	Bul
Pat Evans	Yam
Mark Kruse	Suz
250cc	
Steve Mallonee	Yam
Geoff Mazon	Suz
350cc	
Pat Hynan	Yam
Tom White	Hon
Sam Moses	Aer
Rod Brierley	Yam
OPEN	
John McGillivray	Nor
Jerry Greene	Nor
500cc	
Jack Harney	Kaw
Dick Kilgroe	Hon
Eric Dodd	Kaw
LIGHTWEIGHT PROD.	
100cc	
Jim Evans	Yam
James McWorthy	Suz
125cc	
Tim Rockwood	Yam
Phil Thompson	Yam
200cc	
Pat Evans	Yam
Roger Wood	Bri
Mark Kruse	Suz
Jim Damron	Suz
250cc	
Pat Evans	Suz
Geoff Mazon	Suz
Earl Wheelock	Hon
350cc	
James Randolph	Suz
Randy Dawes	Hon
John Killman	Hon
Jon McKibben	Hon
500cc	
Jack Harney	Kaw
Eric Dodd	Kaw
OPEN	
Geo. Kerker	Nor
Myram Kitchen	BSA
Dale Larson	Hon
JR. GRAND PRIX CLASSES	
100cc	
Richard Reynosa	Yam
Mark Goslee	Kaw
Allen Swett	Yam
200cc	
Dennis Drumm	Yam
250cc	
Howard Lynggard	Yam
Pat Evans	Yam
Dick Brewer	Yam
Steve Firestone	Aer
350cc	
John Killmann	Hon
Carl White	Yam
500cc	
Richard Poole	Hon
Roger Glickman	Suz
OPEN	
Dale Larson	Hon
Richard Feist	Nor



TRIALS
Deadman's Pass Ore.
April 12, 1970

EXPERT CLASS	
Neil Hinton	Mon
Mick Oliver	Bul
Jack Williams	Bul
Leon Wilbanks	Bul
AMATEUR 250	
Mike Jackel	Bul
Mike O'Harrow	Bul
Jerry Harper	Bul
Dave Cline	Gre
AMATEUR 125	
Mike Brown	Yam
Whitey Hartman	Bul
Jim Calhoun	Hon
Woody Groom	Hod
NOVICE 250	
Les Shepherd	Cot
George Williams	Bul
Mike Bailey	Bul
Jack McCulloch	Bul
Mike Farmer	Bul
125 NOVICE	
Mike Leistritz	Hon
Gary Williams	Hod
Jim Schubert	Hod
Greg Kelly	Hod

SPORTSMAN RACES
Madera Braves, M.C.
Chowchilla, Calif.
April 18, 19, 1970
by Bill Spencer

100 NOVICE	
Duane Bowling	Suz
Brian Hagan	Kaw
Dan Trimmer	Suz
100 AM & EX	
Harold Santora	Kaw
Neil MacDannald	MB
Rich Hill	Hod
125 NOVICE	
Ron Tobey	Yam
Steve Foster	Bul
Faus Empeses	Yam
175 NOVICE	
John Taylor	Bul
Lou Peifer	Bul
Stan Garcia	Bul
175 AM	
Ivan Shigemasa	Bul
Tom Smith	Yam
Rich Reed	Bul
250 NOV	
Don Forbes	Bul
Faus Empases	Yam
Lee Rice	Bul
250 AM	
Scott Brelsford	Bul
Wayne Schmidt	Yam
Benny King	Yam
250 EX	
George Holland	Bul
Joe F. Brown	Yam
Mike Middleton	Bul
350 NOV	
George Graham	Bul
500 AM	
Lee Seidel	Tri
650 EX	
Bruce Anderson	Tri

HARE AND HOUND
Antelope Rambler's M.C.
Hi Vista, Calif.
April 19, 1970
by Dick Wright

Tom Poteet	Bul
Mike Patrick	Yam
Tom Smith	Hus
Bruce Dunford	Hus
Steve Kirk	Mon
Pon Wilson	Hus
Whiey Martino	Hus
Marty Dahlquist	Hus
Tim Smith	Mon
Eric Jensen	Sac
NOVICE	
Overall	
John Knebel	Gre
NOVICE I	
Glen Bowen	Mai
100cc	
Jack Morgan	Hod
Cardis Brooks	Hod
Brad Bridges	Suz
Paul Nyland	Hod
Randy Milligan	Hod
Allen Lund	Hod
Doug Sharp	Sac
Ken Warner	Sac
Doug Winchell	Kaw
Wayne Fuller	Sac

HALF MILE RACES
San Jose, Calif.
April 19, 1970
by Bill Spencer

1st NOVICE HEAT	
Rob Hill	Yam
Les Costanza	Oss
Milen Vickers	Bul
2nd NOVICE HEAT	
Jim Holford	Yam
Paul Johnson	Bul
Barry Brown	Bul
1st AMATEUR HEAT	
Wheeler Gresham	BSA
Harry Dring	Yam
Kris Bakke	BSA
2nd AMATEUR HEAT	
Tod Sloan	BSA
Bill Morgan	H-D
Al Kenyon	BSA
1st EX. HEAT	
Lloyd Houchins	BSA
Earl Lout	Tri
Ed Mulder	Tri
2nd EXPERT HEAT	
Sonny Burres	Tri
Ralph Waldman	BSA
Neil Keen	BSA
TROPHY DASH	
Burres	Tri
Rockwood	Tri
Lonsieree	BSA
Aksland	Tri
NOVICE MAIN	
Milen Vickers	Bul
Jim Halford	Yam
Les Costanza	Oss
AMATEUR MAIN	
Kris Bakke	BSA
Tod Sloane	BSA
Harry Dring	Yam
Wheeler Gresham	BSA
Al Kenyon	BSA
EXPERT MAIN	
Sonny Burres	Tri
Ed Mulder	Tri
Tom Rockwood	Tri
Cliff Arsland	Tri
Dave Hansen	Tri

SCRAMBLES
Hustler's M. C.
Davis, Calif.
April 18, 1970
by Stephen Rooney

100 NOVICE	
Randy Booth	M-B
Jay Jividen	Suz
Albert Tullet	Hod
Scott Desmaris	Hod
125 NOVICE	
Tim Culver	Yam
Phil Bishop	Sac
Mitch Peterson	Yam
Max Hall	H-D
Tom Fleming	H-D
100/200 AMATEUR	
Lee Benton	Bul
Pat Rooney	Yam
Scott Vendley	Kaw
Chas. McGimsey	Suz
Ralph Simpson	Bri
200 NOVICE	
Robert Vaughn	Bul
John Vance	Bul
Carter Fisher	Bul
R. Armstrong	Bul
Jack Sunderland	Oss
250 NOVICE	
Mike McNulty	Bul
Ben Ostarello	H-D
Reg Kitrelle	Bul
Tom Fiori	Bul
M. Bender	Bul
250 AMATEUR	
Jim Vendley	Bul
Steve Morishige	Bul
Eugene Price	Yam
Neil Koch	Yam
Rick Graves	Yam
200/250 EXPERT	
Jim Foley	Bul
John Green	Mon
Jim Crenshaw	Bul
Ralph Waldman	Bul
Mike O'Brian	Bul
OPEN NOVICE	
Tom Kennedy	Tri
Max Hall	H-D
Ron Dotson	Tri
Bill Cordery	H-D
Joe Johnson	Bul
OPEN EXPERT	
John Green	Mon
Russ Powell	BSA
Steve Byers	Mon
Lee Barnes	Tri
Mike O'Brian	Hon

MOTOCROSS
Huntington Beach, Ca.
April 19, 1970
by Mike Capalite

Danny Slanton	Bul
Mike Manning	Pen
Mary Gregg	Yam
Ken Lindstrom	Hod
Jim Arnold	Kaw
Bob Cullinan	Hod
Bruce Wedin	All
Doc Braud	Kaw
J. Ruffino	Yam
Bob Brennan	Sac
125 JR	
Joe Gillum	Sac
Jack Konov	Yam
Steve Strobelt	Yam
R. Bellamy Jr.	Yam
Greg Smith	Sac
Mike Plunkett	Sac
Ron Robinson	Yam
John Million	Yam
George Erl	A-E
Kevin Steiner	Sac
250 JR	
Jim Henry	Mai
Fredrick Cox	CZ
Bob Pavis	Oss
Larry Furu	CZ
Tim Uschyk	All
D. McLiesh	Yam
Mike Heusser	Hus
Dick Benson	Hus
Larry McCarty	Bul
Randall Roche	Bul
Rich Lange	Mon
Tom Gross	Yam
125 - 250 EXPERT	
Mike Pasey	Bul
Lloyd Quintard	Yam
Danny Shumate	CZ
Jim Peterson	CZ
Steve Thompson	Yam
Chris Allen	Hon
Louis Wallace	Bul
Richard Schuster	Yam
500 JR	
Pete McCarroll Jr.	Mai
Gary Rattiff	CZ
Reginald Cook	Bul
P. McCarroll Sr.	Mai

MOTOCROSS
Bay Mare
April 19, 1970
by Ron Szilagyi

0 - 125 NOV DIV I	
D. York	Sac
T. Novak	Yam
T. Sanders	Yam
S. Pelkey	Sac
D. Armstrong	Yam
0 - 125 NOV DIV II	
L. Conklin	A.E.
J. Erwin	Sac
J. Betts	Yam
B. Nowak	Yam
J. Hale	Yam
0 - 125 AM & EX	
D. Rodgers	Bul
L. Shoemaker	Yam
J. Dawson	Yam
B. Ewing	C-Z
L. Beall	Yam
126 - 250 NOV DIV I	
M. Tillman	Bul
T. Jennings	Bul
B. Rose	Hus
L. Garley	Yam
D. Armstrong	Yam
126 - 250 NOV DIV II	
A. Wurtzel	C-Z
J. Robertson	Hus
F. Herbert	Hus
M. Renno	Hus
C. Carter	Hus
126 - 250 AM & EX	
G. Lindstrum	Hus
D. DeSoto	C-Z
J. O'Neal	C-Z
B. Spann	C-Z
D. Rodgers	Bul
251 OPEN NOVICE	
C. Cove	C-Z
R. Hershey	Mai
J. Harter	C-Z
M. Casper	Mai
B. Underwood	Mai
251 OPEN AM & EX	
J. DeSoto	C-Z
J. Rice	Mai
J. O'Neal	C-Z
S. Goldberg	Mai
J. Veillon	Mai
SIDEHACKS	
R. Whitney	BSA
D. Rowlan	Tri

MOTOCROSS
Slow Spoks M.C. Inc.
Helvacia, Oregon
April 12, 1970
by Carole Weigant

125 JR	
Gordon White	Bul
Ray Warner	Yam
Arden Olson	Sac
Larry Beaver	Hon
Ralph Clark	Yam
Tim Taylor	Hon
125 SR	
Norm Moore	Yam
Ron Wagner	Yam
Bill Felix	Yam
Dennis Wall	Kaw
200cc	
Ron Wagner	Yam
Stan Gaunt	Kaw
Gary Black	Hon
Ray Warner	Yam
Tim Taylor	Hon
250 JR	
James Warner	Kaw
Ron Musk	Yam
Ken Hugles	Kaw
Joe Lever	Yam
Don Dier	Yam
Gary Lindquist	Yam
Del Allen	Kaw
250 SR	
Pete Boden	Bul
Harold Storm	Hus
Bob Wright	CZ
Tom Haverstick	CZ
Stan Gaunt	Kaw
E. Burkinslaw	CZ
Steve Hart	Yam
OPEN 2 STROKE	
Tom Haverstick	CZ
Don Holt	Gre
G. DeMoude	Mai
Ray Warner	Bul
Fred Reeves	CZ
Jim Sheperd	Suz
OPEN 4 STROKE	
Bob Weigant	Ric
Don Finn	Hon
Don Stevens	Tri

RESULTS Continued on Page 31

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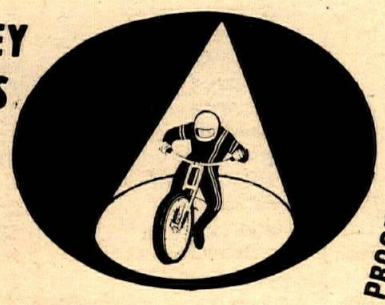

Antelope Valley Fwy. to Sierra Hwy. – Left to Center of town – Right follow the signs.

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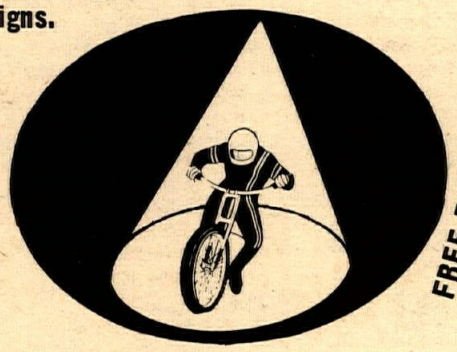
Races Start 2:15 PM
Tickets on sale at gate



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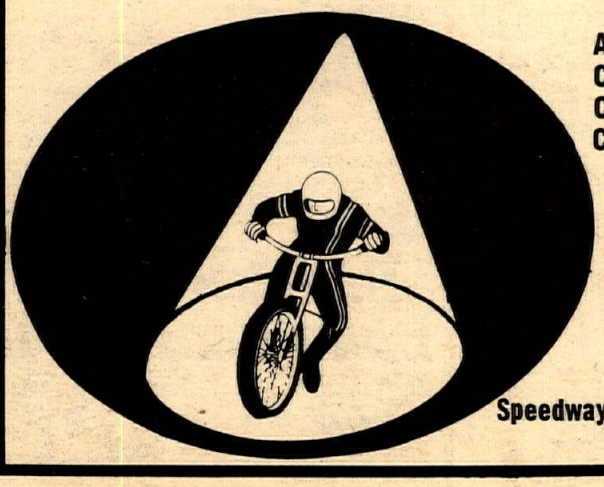

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BRADLEY DOMINATES SMRA

By John Blanton

AUSTIN, TEX. April 12, 1970 - Rusty Bradley, the 19 year old winner of the 100 mile Amateur event at Daytona, totally dominated SMRA Road Race competition here Sunday, winning the 500cc Stock Production, the Open Class Grand Prix, and the Open Class Final.

The University of Texas mechanical engineering student also rode his Triumph into second place in the Stock Production Open Class, behind Bently Hardwick's Norton. Hardwick was leading Bradley in the Open Class GP, when a flat tire forced him out of the race.

Prior to the road races, a motocross event was held in the infield to the delight of the spectators. First in the 125cc class was Jack Hicks on a Penton. In the 250cc class, with three straight win, was Jack O'Leary on a Yamaha. Robi Holbert on a Husqvarna won the 500cc class, with two wins and a second place.

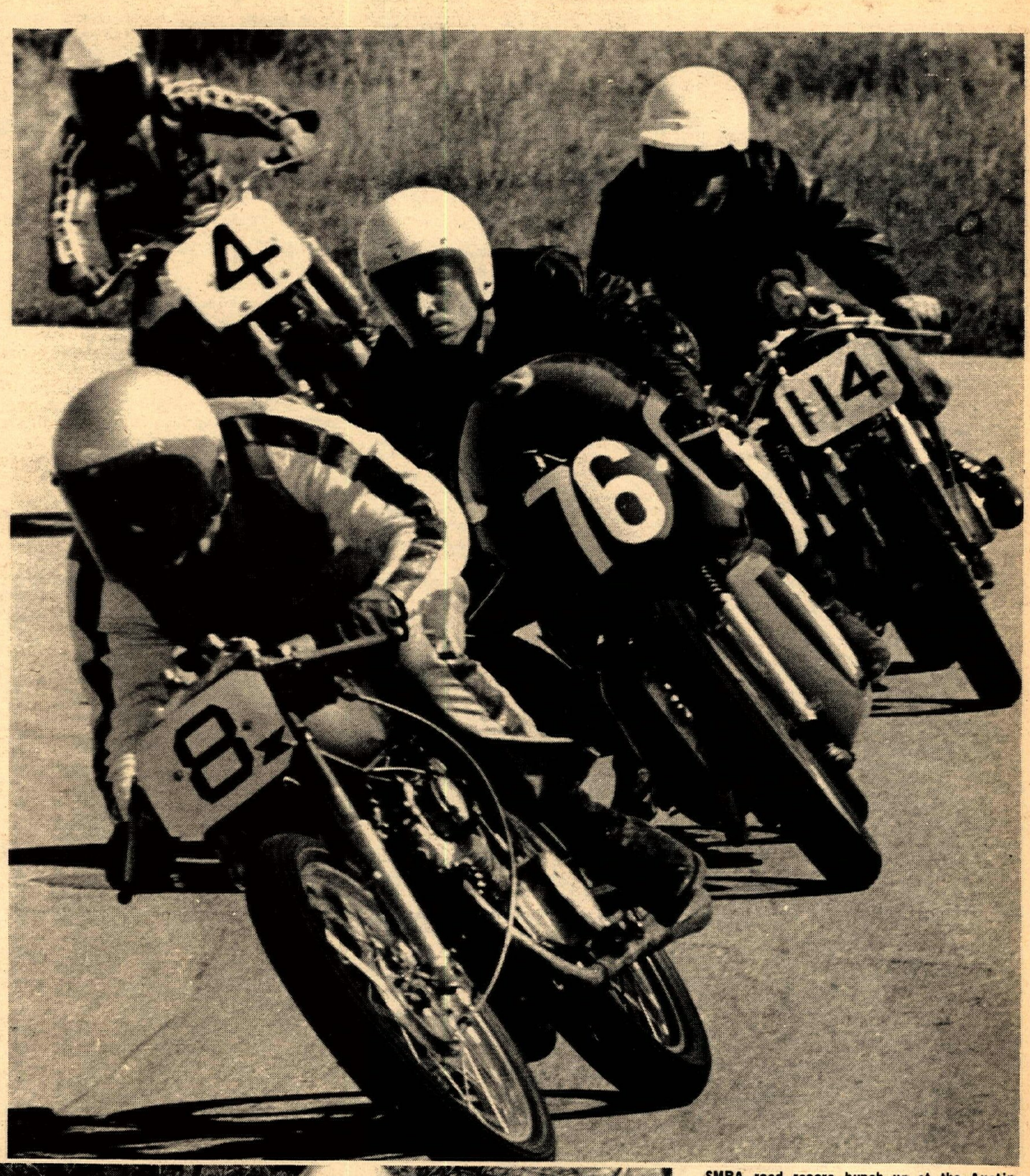
Road racing then got underway, as the Stock Production 250cc class was won by Tommy Byars, on a Suzuki. He was followed by James Blackwell (Kawasaki) and Larry McPhail (Suzuki). Bradley, on his 500cc Triumph (the ex-H.A. Cardwell bike), handily won the 500cc Stock Production class over Bently Hardwick (Suzuki) and Tommy Byars (Suzuki). Bradley and Hardwick were at it again in the Open Production class, and this time Hardwick's 750cc Norton bested Bradley's three-cylinder Triumph.

In the GP classes, 125 winners were James Lutz (Yamaha), Pee Wee Gleason (Hodaka), and Gordon Duggan (Montesa). In the 200cc class the winners were Jerry Brust (Ducati), James Gardner (Honda) and Willard Kelley (Honda).

Fresh out on his new 250cc Yamaha, Bently Hardwick won the 250cc GP over Darryl Hurst (Yamaha), Mike Cone (Yamaha) and Bennie Campbell (Kawasaki).

The 500cc and Open GP classes were run concurrently, with Hardwick and Bradley leading the field. Hardwick dropped out with his flat tire, and J.C. Klusmeyer managed second overall on his faired Norton. He was followed by Terry Kiraly (350cc Yamaha), third overall and first in the 500cc class. The power for Larry Beall's Kawasaki three disappeared in a cloud of blue smoke, and Paul Beardon's 350cc Ducati and Bennie Campbell's 350cc Yamaha rounded out the 500cc class.

After dogging Willard Kelley's Honda from the start of the race, James Gardner took over the lead for keeps, when Willards brake stay arm came adrift on the third lap in the 200cc Grand Final.



SMRA road racers bunch up at the Austin Circuit.

Always second behind Gardner, but at an ever increasing distance – was Danny Madsen, also on a 175cc Honda.

The early portion of the 250cc Grand Final was marked by a terrific three-way battle among the Yamahas of Cone, Hardwick and Hurst. But Cone had the obvious edge, and he soon built a sizeable lead. On the last lap, Darryl Hurst became overly excited, and he slid off the course while entering the pit esses. He quickly remounted and restarted, trying desperately to stave off a Ducati that had come up from the backfield to take advantage of his misfortune. He never reached the finish line, instead throwing his TD2 away into the crowd of spectators, who have become accustomed to standing on the pavement adjacent to turn eight and the finish line. Bennie Campbell moved up into Hurst's third place, behind Bently Hardwick.

Campbell was destined for even better fortune in the Open class. When Hardwick's second place Norton went rough half-way through the race, Campbell moved up (but not very close) behind Bradley's Triumph. Klusmeyer's Norton was third, followed by Kiraly's Yamaha and Eddie Patton's Honda four.

After the death knell had sounded for Austin Raceway Park, motorcycle racing returned to this Central Texas course, due to the cancellation of the meet scheduled for Dallas International. Many of the track's facilities were absent because of preparations for converting the grounds into a mobile home park. Least missed, however, were the steel guard rails that had haunted riders for the two year history of the track.

(Results on page 19)

A motocross was also held to make a full day of racing in Austin.

CALENDAR

(Continued from Page 3)

WEDNESDAY, MAY 6th

SHORT TRACK & TT by ACA at Orange County Speedway, El Toro, Cal. Pit gates open 6:00 pm, first event 8:00 pm. Info: (714) 528-4290.

THURSDAY, MAY 7th

TT RACES at Ascot Park. Pro racers include Van Leeuwen, Romero, Castro, Rockwood and others. Racing starts at 8 pm, with admission $2.95 for adults, $1.95 Juniors, $1 for kids 8-12 and kids under 8 free.

FRIDAY, MAY 8th

HALF-MILE RACES at Ascot Park. New Rooster tail track for some of the biggest names in pro racing, including Lawwill, Romero, Aldana, Brelsford, and Seabourne. Adults $2.95, juniors $1, under 8 free.

SATURDAY, MAY 9th

MOTOCROSS by River Ridge Associated at Zillah, Wash. Follow signs from center of town to Lower Park. Race starts at 1:30 pm, entry fee $3. Classes are 14 and under, powder puff, 125, 175, 250, and over 250. Overnight camping.

SUNDAY, MAY 10th

AMA PRO at Dixon Fairgrounds, 15 miles west of Sacramento. Short track, third mile dirt. Purse $600. Trials 7 pm, Races 8 pm.

MOTOCROSS by the CMC at Carlsbad, Cal. Membership required. $10.00 post entry. $5 mail entry to: CMC Box 1402, Costa Mesa, Cal.

EUROPEAN SCRAMBLES by Allgood Racing International, at Carlsbad Raceway. Seven miles east of Interstate 5, on Palomar Rd. Mail entry $7.50, Post entry $12.50. Registration and practice between 8-10 a.m., with race starting at noon. $1000 in cash or merchandise to winner. Info: 6982 La Jolla Blvd., La Jolla, Calif., (714) 488-6006.

MOTOCROSS by ACA, at Anzac Raceway, Palmdale, Cal. All Sportsman classes and 125, 250 and 500cc Senior classes. Practice 9:00 am, first event 11:30 am. Info: (714) 528-4290.

HARE SCRAMBLES, 2nd Annual Mother's Day Function by Red Dots M.C. AMA sanct., Dist. 37 points. LeMans start. Two 35 mile loops. Finisher pins. Limed from Mojave on Hwy 14. Start at 10 am. Entry $3. Info: (213) 241-7778.

HARE SCRAMBLES by Sod Busters M.C. Closed 65 mile (plus) course. Limed from north end of Magnolia Ave., Santee, Calif. Signup 8 am, first out at 10 am. Entry $2.50, gate fee $1. Proceeds to Santee Youth Organization.

MOTOCROSS by Boondockers M.C., five miles north of Port Orford, Ore., off Cape Blanco Rd. Signs posted. Info: (503) 348-2344 or (503) 348-2482.

HARE SCRAMBLES by Sod Busters M.C. Closed 65 mile (plus) course. Limed from Intersection of Mission Gorge Rd. and Carlton Hills Blvd., Santee, Calif. Signup 8 am, first out at 10 am. Entry $2.50, gate fee $1. Proceeds to Santee Youth Organization.

THURSDAY, MAY 14th

TT RACES 3rd Sat. night of every month at the Tulare Fair Grounds.

FRIDAY, MAY 15th

AMA NATIONAL ENDURO CHAMPIONSHIP 100 mile run by International Speedway Corp., Talladega, Ala.

SATURDAY, MAY 16th

ROAD RIDER'S ENDURO by Lockheed ERA M.C. About 250 miles of paved roads. Secret check points. Normal enduro scoring. Lots of trophies. Rider's meeting 9 am, first bike off at 10 am. Starting line at Brooks Cyclery, San Jose, Calif. Mail entry $3, post $4. Entry and Info: Al Hayes, Box 35, Sunnyvale, Calif. 94088.

SUNDAY, MAY 17th

AMA PROFESSIONAL RACES at San Jose County Fairgrounds. Half mile dirt. $1200 purse. Trials 11 am, race 2:15 pm.

SCOTTISH ONE DAY TRIALS. 20 observed sections. Timed loops. Finisher pins on the spot, and $300 in donated prizes. Limed from Ramona or Wildcat Canyon Rd. in Lakewide. For map write Victor Conway, 6777 Ballinger Ave., San Diego, Calif. 92119.

TRIALS by San Jose P.I.T.'s at Hall's Ranch, (Uvas Dam). Limed from Bailey Rd. and Hwy 101. Post entry only. Classes: Nov. (prod. trials, 125 and under, 126 and over) Jr., Ladies, Am. and Ex. Info: (408) 264-3684.

MOTOCROSS by Hi-Desert Racing Assn. at Deadman's Point. Six series race begins April 19, with series winner getting $200. Info: Evenings (714) 247-7473.

T.T. SCRAMBLES by the Rock Springs M/C Assn. at Rock Springs, Wyoming. All classes, A and B trophies for all classes. Sign-up 12:00. 3 miles north of Rock Springs at old Airport.

ENDURO by Sonora Pass M.C. Follow lime from Tuolumne junction, two miles east of Sonora. Race starts at Basin Creek Campground. Mail $4.00 entry to P.O. Box 259, Sonora, Calif. Five dollar post entry. Info: (209) 532-7722.

CHERRY CREEK HARE'N HOUND by the Salt Lake M.C. Limed from Eureka and Lynndyl, Utah. AMA and SRA sanctioned. Trophies and travel allowance to winners. Mail entry $5.00, post entry $10.00. Race starts at 10 a.m. Info and entries: Box 1711, Salt Lake City, Utah 84101. No mail entries after May 7.

ROAD RACE by the L.A. Chapter of A.F.M. at Orange County International Raceway.

MOTOCROSS by ACA at Saddleback Park Orange, Cal. All Sportsman classes and 125, 250, 500cc Senior classes. Practice 9:00 a.m. first event 11:30 a.m. Info: (714) 528-4290.

AMA NATIONAL CHAMPIONSHIP 200 mile Road Race at Alabama International Motor Speedway, Talladega, Ala.

MOTOCROSS by San Gabriel M.C. at Perris Raceway. AMA sanct., Dist. 37 points. $5 post entry, $3.25 mail, to S.G.M.C., 1429 Frandale Ave., West Covina 91790. First race starts at 10am.

CLASS A SPEEDWAY by Great Bear Enterprises at Antelope Valley Fairgrounds, Lancaster, Cal. Info: (213) 473-5613 or (714) 521-6422.

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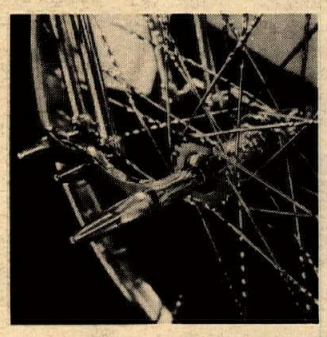

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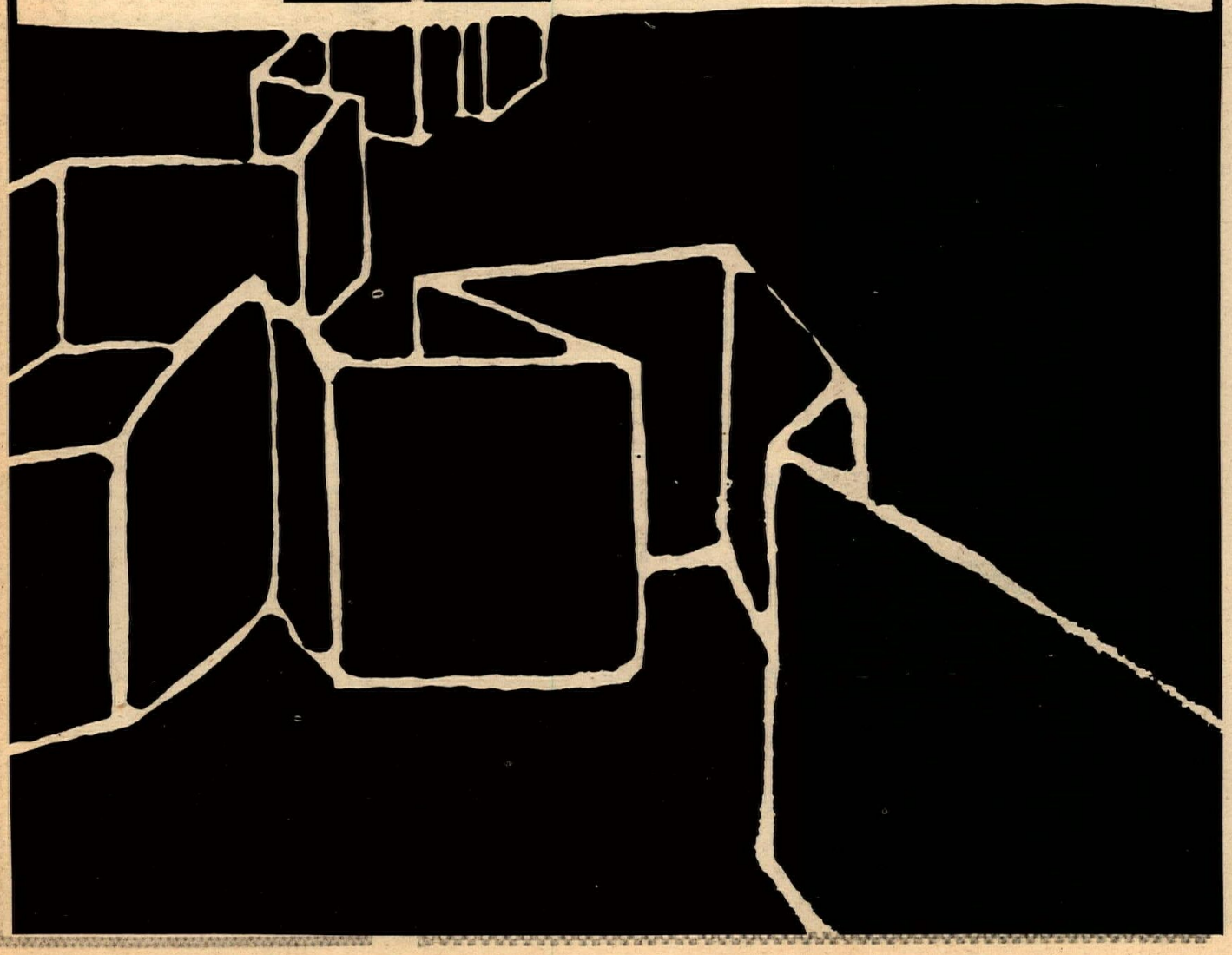

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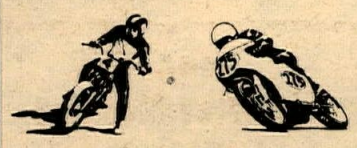

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RESULTS

TT RACES
Mesa M. C.
South Bay Speed Way
April 19, 1970
by Bill Collie

POWDER PUFF
Lori Fuller Kaw
Linda Allerding Hod
Shirley Newsum Hod
100 NOVICE
Jim Brockam Yam
Lori Fuller Kaw
Kavin Joyce Hod
125 NOVICE
Kelly Evans Sac
Greg Reynolds Yam
Mark Barbani Yam
125 EXPERT
Jim Thitwood Yam
Earl Roloff Yam
Kevin Stafford Hod
200cc
Terry Goodman Bul
Earl Roloff Yam
Bob Darnell Kaw
250 NOVICE
S. Caldwell Yam
Mike Little Bul
B. Montgomery Bul
250 EXPERT MOTO
Carl Byers Yam
Ray Vanderpool Yam
Earl Barker Yam
OPEN NOVICE
Jim Casey BSA
Mike Konshak Nor
Russel Burch BSA
OPEN EXPERT
Wayne Hosaka Ric
Earl Barker Tri
Jim Harman Nor
SIDE HACKS
C. D. Gerardy H-D
Charles Jones H-D
Wayne Chapman Tri
LUCKY YAMAHA
SWEEPSTAKES RACE
Carl Byers Yam

SCRAMBLES
Lodi, Calif.
April 19, 1970
by Rudy Berg

100 NOVICE
Henry Burton Kaw
Dan Cosio Kaw
Dave Lewis Kaw
Paul Duncan Kaw
125 NOVICE
Tim Culver Yam
Chris Hoffman Yam
175 NOVICE
Bill Vanderlaan Mon
Marv Augustine Oss
200 NOVICE
Warren Smith Bul
James Enfant Bul
250 NOVICE
Pat McCaul Yam
Don Willis Bul
Marty Lewis Bul
John Brummord Oss
Reg Kittrelle Bul
Ben Ostarello H-D
100 AMATEUR
Kim Jorgensen Kaw
Mike Whitside H-D
200 AMATEUR
Steve Peston Suz
Fern Pervier Bul
200 EXPERT
Jerry Tyler Bul
John Fite Bul
250 AMATEUR
Bill Cavanaugh Bul
Mike Renslow Bul
Ted Bailey Oss
Leon Guslow Bul
250 EXPERT
Jim Foley Bul
Jim Erenshaw Bul
Pandu Dunn Bul
John Silva Yam
350 NOVICE
Joey Ernhorn Hon
Fred Hewins Hon
500 NOVICE
Dick Anderson BSA
Bill Young Bul
750 NOVICE
Bob Gansberger Tri
Chas. Beveridge Tri
James Hayhurst Tri
350 AMATEUR
Doran Jenett Hon
Lee Benton Kaw
750 AMATEUR
Bob Lind Mai
Jerry Martin Tri
750 EXPERT
Bud Smith Tri
Jorgen Jorgenson BSA
Jay Sailli BSA

TT SCRAMBLES
Sprocket's M. C.
Bakersfield, Calif.
April 19, 1970
by Jack Light

50cc
Joey Rosebury Yam
Brian Hurst -
100 NOVICE
Dan Trimmer Suz
Jim Thorpe -
Richard Frost -
125 NOVICE
Vince Foster Yam
Homer Taylor Yam
Bud Wall Yam
125 AM & EX
Ron Tobey Yam
Joe Rosebury Kaw
Mike Keener Yam
175 - 200 NOV & AM
Art Carter Bul
Mike Caylor Bri
250 NOVICE
Rick Biddle Yam
Bill Payne C-Z
Shawn Leopold Oss
250 AMATEUR
Wayne Schmidt Yam
Ron Keener Yam
Pete Willis Bul
250 EXPERT
Jimmy Maxwell Bul
George Holland Bul
Leonard Reed Bul
350 - 500
Ron Ely Mai
Henry Conklin BSA
Fred Wells Hon
OPEN NOVICE
Tom Lynch Tri
Bill Skinner R-E
Steve Martin -
OPEN EXPERT
Carroll Jackson Tri
Rick Newby Tri
D. McCaulley BSA
Ron Keener Hus

ASCOT HALF MILE
Gardena, Calif.
April 17, 1970

15 LAP EXPERT FINAL
Mert Lawwill H-D
Tom Rockwood Tri
Mark Brelsford H-D
Mel Lacher H-D
Gene Romero Tri
Dave Smith Tri
Shorty Seabourne BSA
Lloyd Houchins Tri
Terry Donaher Vel
Paul Conserriere Nor
AMATEUR FINAL
Tod Sloan Tri
Ric Holly Tri
Don Emde BSA
Kris Bakke BSA
John Hateley Tri
Ted Longwith BSA
Mike Spitzer Tri
Mike Bradley Tri
NOVICE FINAL
Gary Scott Suz
Ron Moore Bul
Loyal Penn Yam
Tom LaFortune Suz
Al Baker Yam
Hugh Long Bul
Ken Roberts Suz
Bob Hill Yam
Tom Vardeman Yam
Jon Ogilvie Bul

ASCOT PRO TT
Gardena, Calif.
April 16, 1970

15 LAP EXPERT FINAL
Mark Brelsford H-D
Skip Van Leeuwen Tri
Gene Romero Tri
Paul Bostrom Tri
Mike Haney Tri
Eddie Mulder Tri
Tom Rockwood Tri
Dusty Coppage Yam
Ron Kruseman Tri
Butch Landguth Tri
R. Thorwaldson Tri
Lloyd Houchins Tri
AMATEUR FINAL
Terry Dorsch Tri
John Hateley Tri
Tod Sloan Tri
Steve Bast Tri
Al Kenyon BSA
Wayne Hosaka Tri
Tom Clark Tri
Ted Longwith BSA
Kris Bakka BSA
Jimmy Raymond BSA
NOVICE FINAL
Kenny Roberts Mon
Bob Hill Yam
Carl Byers Yam
Gary Scott Bul
Steve Snider Bul
Ray Vanderpool Yam
Matt Falconer Bul
Jocko Arledege Yam
Dave Lenar Oss
Bob Greenstreet Bul

TROJAN SPEEDWAY
South Gate, Calif.
April 17, 1970
by Eddie Smith

MAIN EVENTS
100 TT
Bob Sanders Kaw
Joe Monohan Kaw
Bob Hosford Bul
125 TT
Jim Raymond Yam
Robert Bruce Yam
Fred Butler Yam
Larry Nolen -
250 TT
Craig Cove -
Jim Stein Mai
Danny Hockie Oss
Jim Raymond Yam
100 FLAT TRACK
Joe Monohan Kaw
Bob Sanders Kaw
F. Tuckersfield Yam
125 FLAT TRACK
John Sperry Kaw
Jim Raymond Yam
Danny Corbett Yam
250 FLAT TRACK
Irwin Moon Bul
Jim Stein Mai
Danny Hockie Oss
Bill Hosford Bul
TROPHY DASHES
100 TT
Jim Raymond Yam
125 TT
Jim Raymond Yam
250 TT
Jim Stein Mai
250 FT
Jim Stein Mai

NATIONAL CHAMPIONSHIP
Dirt Track Race
Atlanta, Georgia
April 19, 1970

EXPERT FINAL
Jim Rice BSA
Dick Mann BSA
Jack Warren Nor
Jim Maness H-D
Bart Markel H-D
Don Castro Tri
Charles Seil H-D
Larry Palmgren Tri
Roger Reiman H-D
Gene Romero Tri
Ray Little H-D
Joe Barringer Tri
1st HEAT
Jim Rice BSA
Roger Reiman H-D
Jim Maness H-D
2nd HEAT
Dick Mann BSA
Larry Palmgren Tri
Bart Markel H-D
3rd HEAT
Jack Warren Nor
Don Castro Tri
Charles Seil H-D
AMATEUR FINAL
Doug Sehl Tri
Gary Fisher Tri
Maurece Fraiser Tri
James Rupe Tri
Bob Gill BSA
Charles Thrune Tri
Wally Lamastus BSA
Dale Taylor Tri
Rob McCormack Tri
Ron Butler Tri
Carl LeBlanc H-D
Donald Taylor Tri

DEADMAN'S POINT MX
Apple Valley, Calif.
April 19, 1970
by Bob Dresslar

100 DIVISION I
Jim Hoover Hod
Frank Wilsford Jr. Hod
Frank Wilsford Sr. Hod
Jim Harwood Hod
100 DIVISION II
Tom Kishen Sac
Ed Irsik Hon
Steve Dickson Hod
Randy Rios Hod
100 DIVISION III
Steve Karl Hod
Terry Smith Sac
Gary Nixon Hod
Greg Smith Kaw
125 DIVISION I
Rick Vennum Yam
Tony Rodgers Yam
Rick Varvil Bul
Jim Robinson Yam
Bob Wilkerson Yam
125 DIVISION II
Chris Dawson Bul
Tom Stowers Pen
Tony Shine Yam
Danny Wade Yam
Pete Penland Sac
125 DIVISION III
Tom Nelson A-E
Chuck Wagner Yam
Glen Ferris Yam
Grant Dilovelady Yam
Doug Meyer Yam
250 DIVISION I
Mike Spellman Oss
Jurgen Broesel Hus
Ken Bonnefin Hus
250 JR. DIVISON II
Rex Staten Oss
John Huegel Yam
Terry Pratt C-Z
250 JR DIVISION III
Gary Whitehead Hus
Mark Abbatoye Bul
Jim Travis Yam
250 JR DIVISION IV
J. P. Lambert Hus
Bruce Belden Yam
Allen Whipple C-Z
500 JR
Micky Burton Hus
Mark Shook Hus
Ken Markling Hus
250 SR
Ron Petersen Yam
Ronald Roberts Oss
500 SR
Ron Dugan Hus
Don Bevans Hus
Dennis Keefe Hus

NATIONAL POINT STANDINGS Unofficial

Dick Mann	148
Gene Romero	100
Don Castro	94
Yvon Du Hamel	93
Geoff Perry	67
Walt Fulton	62
Jim Rice	61
Mert Lawwill	57
Dave Aldana	57
Ginger Molloy	56

LIGHTWEIGHTS
TT SCRAMBLES
Adelanto, Calif.
April 19, 1970

50cc ALL
Jeff Sexton Suz
Kurt Lewis Yam
Jay Lewis Yam
POWDER PUFF
E. G. Smith Yam
Brenda Smith Yam
Eulene Long Hod
100 NOVICE
David Edge Kaw
Frank Baldozier Hod
Ricky Milner Kaw
100 AM & EX
Richard Sweaney Kaw
Rob Morrison Kaw
Robert Sanders Kaw
125 NOVICE
Randy Bailey Yam
Doug McIntyre Bul
David Gailliot Bul
125 AM & EX
Ed Mitchell Yam
Dan Daigh Yam
Steve Nichols Yam
175 & 200 ALL
Larry Taylor Bul
Bob Saunders Bul
C. Soderstrom Bul
250 NOVICE
Doug Hannon Bul
Gary Anderson Bul
Randy Bailey Yam
250 AMATUER
Chet Burt Bul
Ed Mitchell Oss
Dale Lundberg Jac
250 EXPERT
Gary Scott Bul
Tom White Bul
Karl Wilson Bul
350 - 500 NOVICE
Cary Tanner Mai
David Karschner Hon
Doug Tempelton Mat
350 - 500 AM & EX
Andy Skeel H-D
Glen Brunson Bul
Jim Raymond Mon
650 NOVICE
Dave Tudor Tri
Alan Karschner Tri
Frank Close Tri
650 AM & EX
Terry Morairty Tri
Jim Maupin Tri
Ike Mizen Tri

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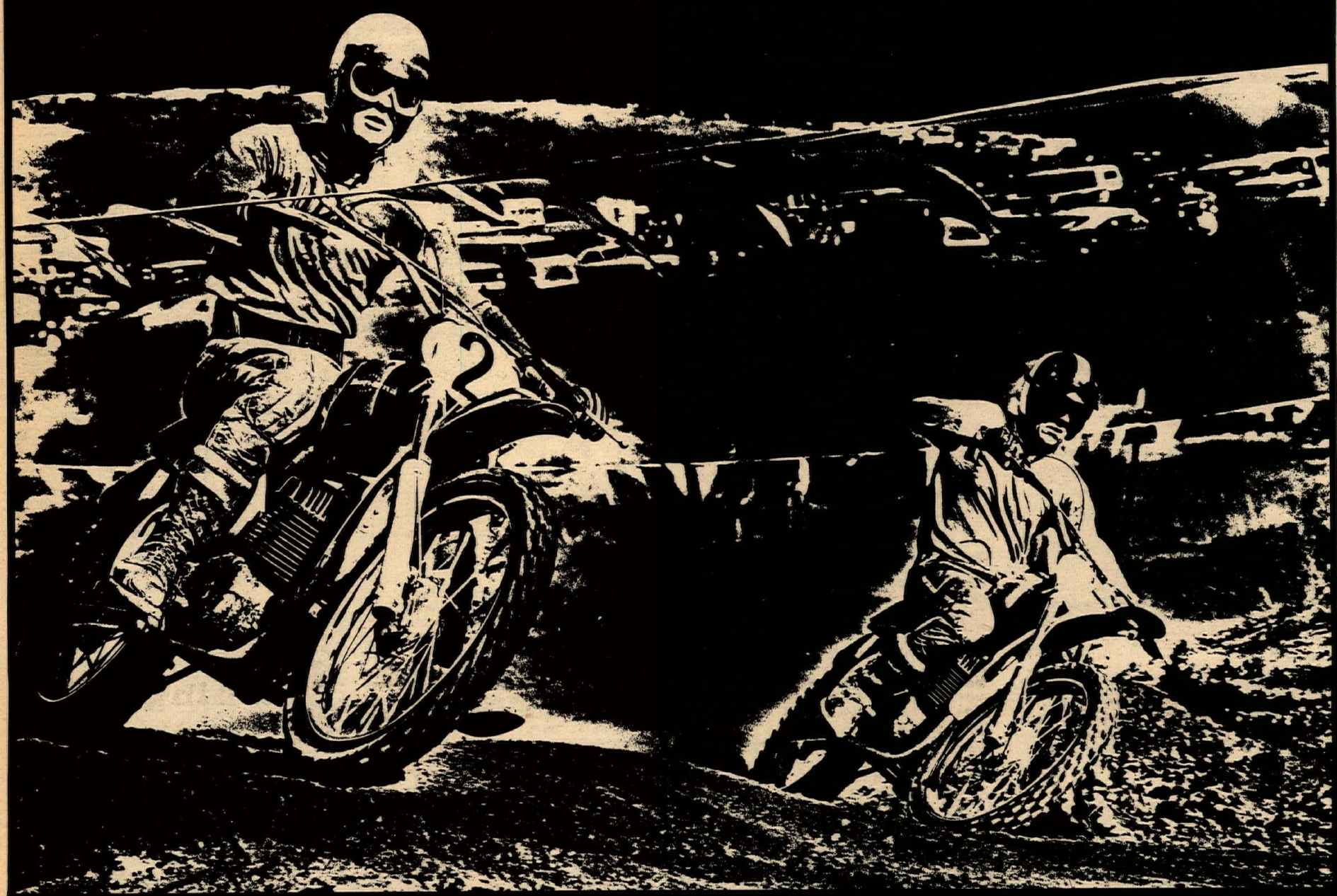

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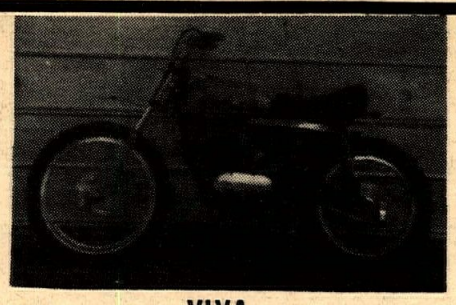

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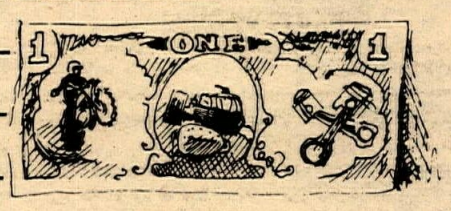

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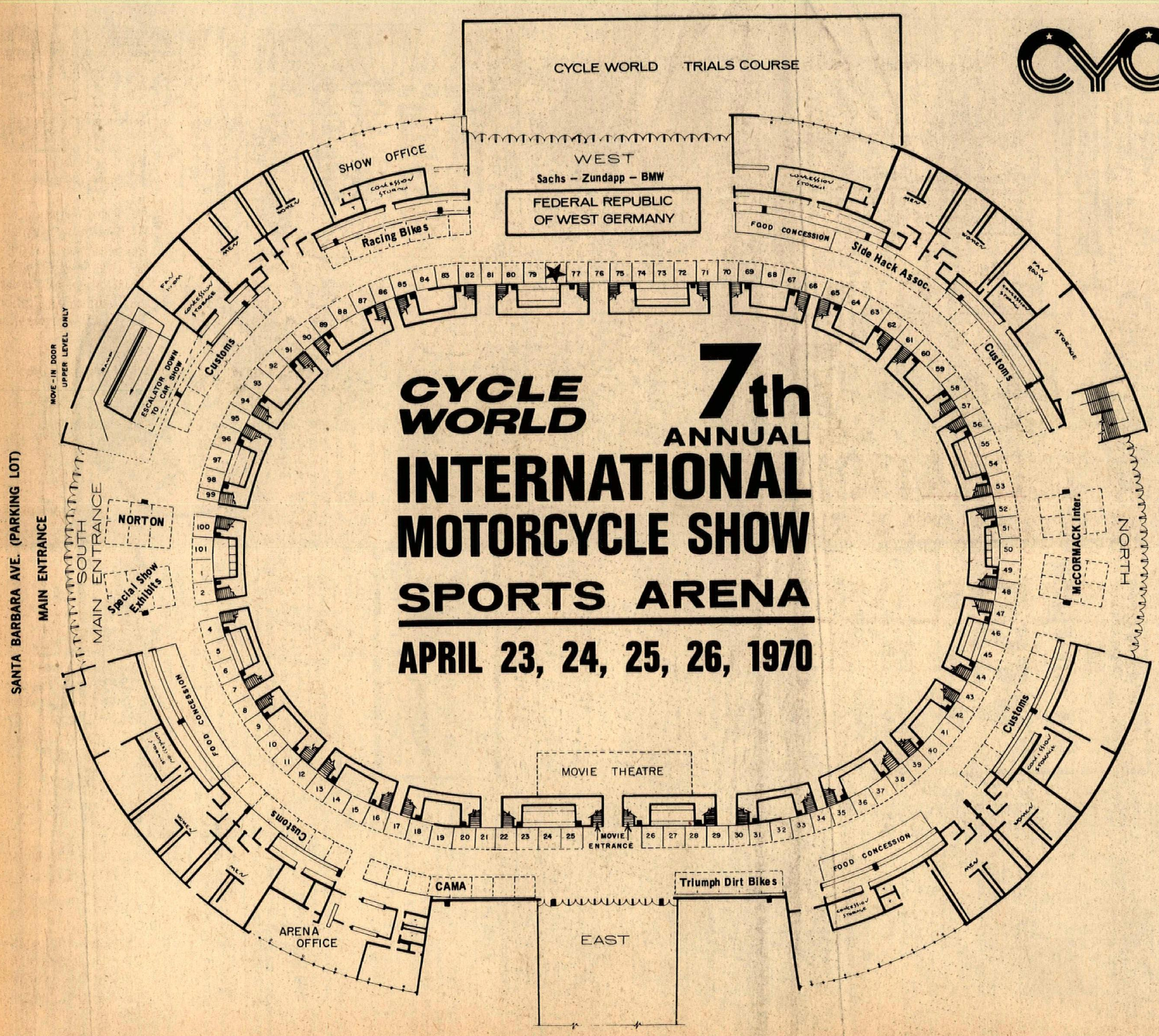

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